

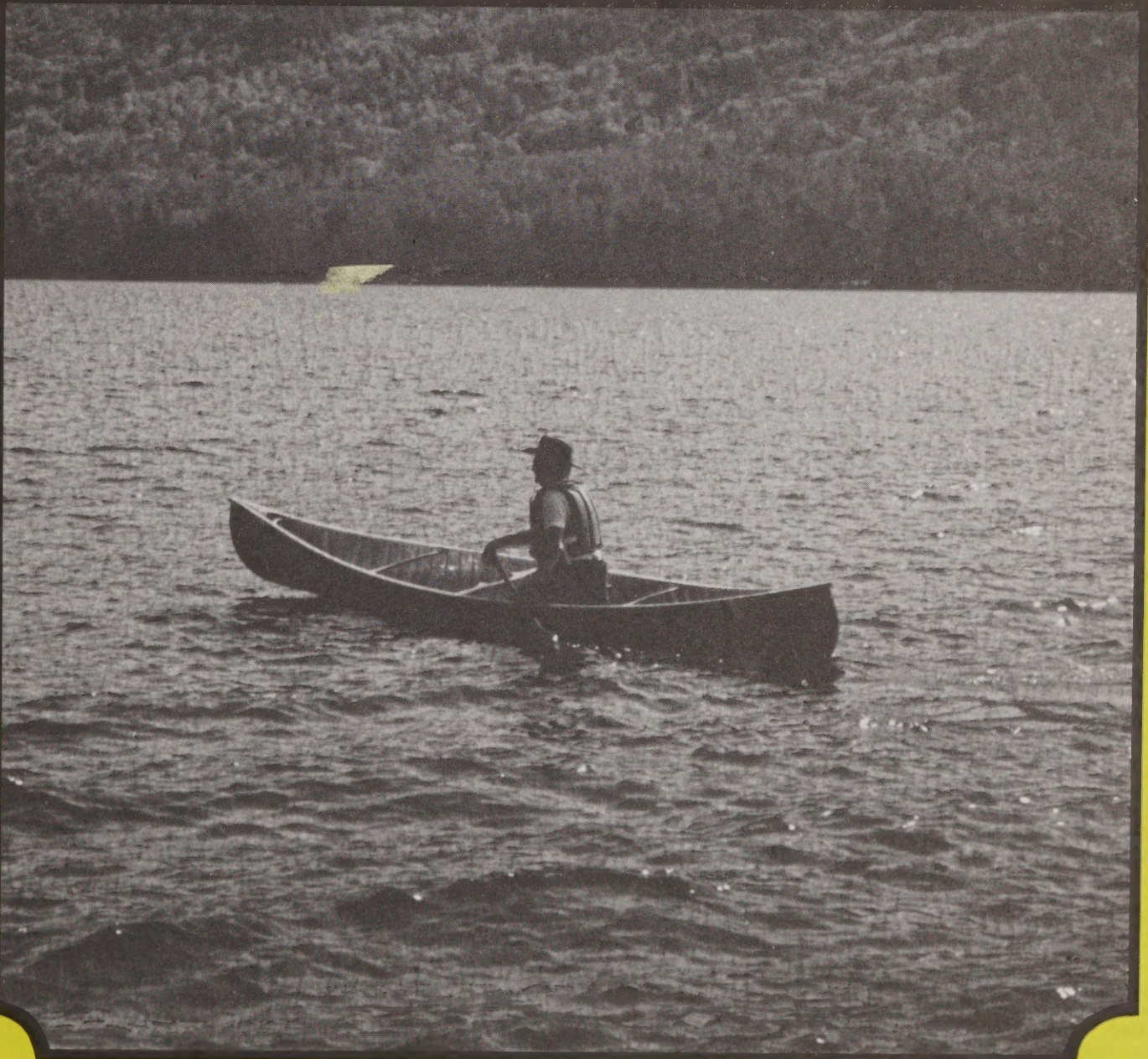


messing about in BOATS

Twice a Month!

Volume 11 - Number 5

July 15, 1993





messing
about in

BOATS

Volume 11 - Number 4
July 1, 1993

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.
Address is "Messing About in Boats",
29 Burley St., Wenham, MA 01984.
Telephone is (508) 774-0906.
Publisher & Editor is Bob Hicks.

Our Next Issue...

Will have heavy focus on boat shows, with our coverage of "Wooden Boat" magazine's Newport show, John Clough's report on the Austin, Texas, Wooden Boat Show, and Sharon Brown's coverage of Mystic Seaport's Antique Marine Engine Exposition of 1992, by way of encouraging your attendance at this August's event. These features also incorporate much design and project information, so we'll offset them with a major adventure tale, "Misadventure in LA" by Jeff Potter, a tale of youthful midwestern neophytes buying an ocean going cruiser in LA and learning about sailing.

On the Cover...

Canoeing gets a bit more attention than we usually provide in this issue with our coverage of L.L. Bean's annual North American Canoe Symposium. One participant is featured on the cover enjoying what paddling a canoe is all about.

Commentary...

Learning how to properly use and enjoy your small boat used to be a matter of just getting into it and going out on the water and finding out what worked. This sometimes meant a dunking, and occasionally even led to tragedy when someone got in over his head literally and drowned. Amazingly enough in these safety conscious times, formal training for small boat operation of any sort, including power boating, is not yet required by society, despite the incidence of tragedies occurring due to ignorance and carelessness.

I said "used to be" because today there is a fast growing "industry" in small boat operation instruction that has developed in response to the influx of new people into boating who are accustomed to paying to learn how to play the game they choose. The desire for training seems to be directly proportional to the perceived difficulty or danger involved in any one aspect of small boating.

Hence sailing, an arcane art to most landlubbers, has long had training programs, professional sailing schools a minority, with "free" training available through membership in a local yacht club in many locales. Power boating has endeavored, through groups such as the Power Squadron and Coast Guard Auxiliary, to educate motorboaters, but the perceived simplicity of just getting aboard, hitting the key and gassing it suggests to most that they do not need any skills development.

The rapid growth of sea kayaking, and its perceived dangers of tipping over and being "trapped" in the narrow craft upside down, has resulted in a rapid growth in professional instruction programs, as well as the establishment of annual "symposiums" in hot spots of kayaking around the country. The hunger for learning the proper way to kayak and how to deal with all its potential dangers, is substantial, as this sport attracts many younger professionals who are accustomed to learning what they need to know by "going to school".

Canoeing, that other paddle sport, probably has more participants than any other form of small boating (other than outboards). It's been around for well over a century and has remained relatively unchanged in concept and basic techniques. It seems to have an aura to the general public of being quite safe a thing to do on the water (excluding whitewater, which is regarded as a competitive athletic sport by the public), so much so that it has suffered at times from a higher rate of fatalities than most small boating. In Massachusetts in 1987, half the boating deaths (about a dozen) were canoe drownings in flat water when untrained folks got into rented canoes and proceeded to fall into the pond and drown because they couldn't swim and didn't wear the PFD's in the canoes, too uncomfortable.

L.L. Bean decided a number of

years back that it would be a good idea to offer public clinics in many of the sports to which it offers gear and clothing. One part of what has become their "Outdoor Discovery" program is the annual North American Canoe Symposium held each June at a lovely old timey summer camp, Camp Winona, on Moose Pond in Bridgeton, Maine. I have reported on this event almost every year and do so again in this issue. This year, as you'll see in my report, a change took place in public participation. Attendance was well down at the smorgasbord of weekend symposium programs but well up in supplementary special interest workshops scheduled prior to and following after the weekend.

Bean has also noticed that attendance at its "Intermediate Coastal Kayaking Workshop" is booked full up with paddlers anxious to develop their basic skills and learn advanced skills, while that at its pioneering "Atlantic Coast Sea Kayaking Symposium" is levelling off, even declining slightly. People increasingly seem to want highly focussed, even intensive, training.

They get it at that "Intermediate Coastal Kayaking Workshop". Using their own kayaks, they go through a two-day program of successive two-hour workshops, four each day, from 8am to 5 pm, with the best available instructors Bean can find. It's not cheap at \$180, which includes board and room, but is seen as being worth the price. It is, you can't do much better short of going over to England for one of the British Canoe (read Kayak) Union's top rated programs. And, if the large group format doesn't appeal, many "outfitters" are now rapidly adding serious level training workshops to their stock in trade trips and basic skills programs.

What about rowing? Traditional rowing will never be seen as something requiring training (it's viewed as something like bicycle riding, you just start rowing) but sliding seat rowing has seen enough demand for training to have some professionally run rowing programs offered. Here the goal seems to be to develop the skills needed in oar handling technique to get the most speed out of the boat. Safety doesn't seem to be an issue, possibly due to the majority of such rowing being done on protected waters. Like canoeing, it doesn't seem dangerous.

It does seem that there is an increasing awareness of the need for some sort of training for many small boat activities at the beginner level, and it is encouraging to see this being met by people in the business and not through some government mandated compulsory scheme. If we can collectively provide the training in any aspect of small boating that seems to be desired, we can keep control of the sport with its own people and provide a better quality of education, without the heavy presence of the bureaucracy amongst us.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

Throwables

"All recreational boats 16' or longer must be equipped with one Coast Guard approved Type I, II, III or V PFD (personal flotation device) for each person on board PLUS ONE TYPE IV. The Type IV (throwable) device must also be Coast Guard Approved and 'Immediately Available'."

There are three basic kinds of Type IV throwable PFD's. All are designed to be grasped and held by the user until rescued. They are not designed to be worn, they will be useless to an unconscious person and of limited value to one who is injured. They are not recommended for nonswimmers and children, but they have saved many lives.

The chief use of the "throwable" PFD is in man overboard situations. Provided it is "Instantly Available" a Type IV device can be thrown near a swimmer to support him while the skipper maneuvers his boat for a pick up. Time is of the essence when using the "throwable". A boat travelling at 15 knots will cover over a quarter of a mile in a minute, approximately 500 feet in 30 seconds. If the crew has to hunt for the Type IV "throwable" they may be far away from the person overboard before they find

it, and it is very, very difficult to spot a person in the water. Additionally, the Type IV is either white or orange and is often easier to spot than the swimmer.

The most common, and the most convenient, of the "throwables" is the flotation cushion with its two straps for the swimmer to grasp. The fact that it is a cushion makes it convenient to have in the cockpit (the skipper may even be sitting on one). Unfortunately, when Coast Guard Auxiliarists perform Courtesy Marine Examinations they find many boaters have the required Type IV, but it is neatly stowed away and, therefore, all but useless in an emergency.

Somewhat more effective is the ring buoy, especially when it is equipped with 50' of yellow polypropylene line secured to the buoy and NOT to the boat. Polypropylene floats and as it spreads out across the water it helps the swimmer pull the buoy to him. Ring buoys come in several sizes, from 18" to 30" in outside diameter. All of these sizes are acceptable on recreational boats. These buoys also have a little more "heft" than the flotation cushions and can be thrown more accurately to land near the swimmer. Finally, ring

buoys are normally stored on a bracket so they are always in the same place and minimum time is spent hunting for the buoy when you need it.

The third kind of Type IV device is the "horseshoe", most commonly found on sailing vessels. When purchasing, be sure that it is Coast Guard approved as a Type IV. Again, polypropylene line should be secured to this "throwable" as with the ring buoy.

With all Type IV PFD's, the real point is that they be "immediately available". Where is yours? Know before you go.

Tom Shaw, United States Coast Guard Auxiliary,



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941
SEND \$1 FOR INFORMATION

ELLSWORTH RICE
HALF-HULLS
Contemporary
Classic & Custom



Norwell, MA 02061
617-659-7131

GOOD NEWS FOR HEN LOVERS!



The 14' Peep Hen is the ultimate Micro-Cruiser. Her cuddy has sit-up headroom, built-in galley with ice chest, two comfortable berths and room for gear plus a spot for the portable head under the cockpit. The self-bailing cockpit day sails 4 adults or sleeps 2 in her Bimini/Enclosure combination. A fore deck well keeps the ground tackle neat but handy.

The 21' Bay Hen gives you shoal draft cruising at its best. Her cozy cuddy has a hideaway double berth and galley plus plenty of storage. Her roomy cockpit has a built-in motor well along with a pair of deep cockpit lockers. The Bimini/Enclosure converts the cockpit to a sleeping porch for those sultry nights at anchor.

Remember, only the Hens have freestanding rigs with built-in tabernacles for easy, single handed launching and rigging in under 10 minutes!

"Welcome back, Mon Poulet! We've missed you!"

Mon Poulet returns with your favorite hens!

CUSTOM FIBERGLASS PRODUCTS

8136 Leo Kidd Ave., Port Richey, FL 34668

Dealer Inquiries Welcome!

OUTBOARD AUXILIARIES

You mentioned in a while ago that you had purchased Tom's Typhoon and were considering whether or not to go sailing without an outboard auxiliary. My suggestion from my own experience is that you should try it without initially to see if you can accept the inevitable delays you will encounter.

When I was 19 I managed to get an old Bristol 19, into which I installed a self-bailing cockpit making it similar to your Typhoon. It came with a Seagull outboard that was fairly reliable. I owned it about four years and had some spare time back then so I did several dozen overnight or longer trips in the San Francisco Bay area and out the Golden Gate south to the next harbor, Half Moon Bay, about 20 miles away. On most of these trips I did not take the motor with me as I felt it detracted from the experiences. Yes, it would have saved me from some frustrating calms and could have provided an alternative method of propulsion that might have increased my safety occasionally.

But the arrival of a breeze after a calm is so welcomed, and a bit of danger keeps life from becoming a bore. On one return trip to the Golden Gate from Half Moon Bay it had been thick fog for a couple of hours. As I approached the shipping channel I began to hear the foghorns moaning from all directions. I couldn't see the shore or anything else and was wondering in the light breeze that barely gave me steerageway if some of those horns might be on tankers heading in and out the busy channel. But at last the fog lifted and showed me I was quite near the southern side of the channel. This was a relief to not be amidst the "big boys", but I was rather close to some protruding rocks. When the wind died completely I flapped idly near the rocks and began wishing I had the Seagull. But in a few minutes the wind returned and I continued on.

If I had ended up on those rocks I'd probably be suggesting now that you should have a motor. But I didn't, so instead I suggest you try it first without one. If you could arrange a crude sliding seat rowing setup I'd bet you could double your speed in a calm under oars. I was surprised at the difference my sliding seat outfit, a plywood box with plexiglass wheels on stainless axles, made in rowing my present boat. One factor in designing and building my boat was that I could have about the same accommodations as that Bristol but in a boat much easier to row in a calm. Unfortunately, this meant sacrificing the security that heavy keel under me would afford.

Dick Damon, Belmont, MA.

LOOKING FOR THAT PERFECT BOAT

I'm still looking for that "perfect" small sailboat to build. It should be cartoppable, with a centerboard and kick-up rudder and be cheap to build. It should also be safe enough for me to take the grand kids out in. Well, I'll keep on looking, something will turn up.

Bill Warshaw, 12 Tamara Dr. Box 508, Roosevelt, NJ 08555.



ON THAT "29 CENT RACE"

In the "29 Cent Race" (June 1, 1993) Ed McCabe mentioned that an ANT member said that the only way to get an accurate NM time would be to run it three times, once north, once south, and once north again, and average the times. Ed guessed correctly that this was a dubious theory. We have a saying in the computer business, "garbage in, garbage out." The ANT member's calculator would only serve to give the erroneous answer faster.

The flaw in any kind of average of times can be illustrated with a simple example: Let's say the rower can row one NM in 6 minutes, that is a speed of 10 knots. Let's say the river is flowing at 9 knots. Now, assume that an observer does not know either the speed of the rower or the river. Rowing downriver he will have a speed over the bottom of 19 knots so the observer will clock the rower at 3:09 for the NM. Rowing back upriver his speed over the bottom will be 1 knot, so the observer will clock the rower at 60:00. If by rowing north the ANT member means upstream then by his formula the accurate NM time would be $(60:00 + 3:09 + 60:00) / 3 = 41:03$, not very close. In his example we already know the answer should be 6:00.

The only accurate way is to row once north and once south, compute the speed for each run, average the two speeds and then compute the time from the average speed. Using this formula, the rower's time downstream would be 3:09, which is 19 knots. His time upstream is 60:00, which is 1 knot, so his average speed is $(19+1)/2 = 10$ knots. At 10 knots his time for the NM would be 6:00, the correct answer. In plain English the time is equal to the product of the two times divided by the average of the two times.

Roger James, Wallingford, CT.

TRANSPLANTED YANKEE

As a transplanted Yankee I am now living on a tidal estuary on Morro, Bay, California, and sail as time permits in a Lyle Hess Fatty Knees and a wooden Snipe, and am now helping out on rebuilding a St. Pierre 27' dory.

Jack Moore, Los Oso, CA.

TALKING WITH CHARLIE'S SON

Standing by my newly built dinghy, built to the Mystic plans for the Herreshoff Columbia lifeboat model dinghy, I hear Richard say, "This is Thad Danielson who built this boat, and this is Charlie Sylvester's son."

I say, "What a great pleasure to meet you. I do appreciate the great help your father was in making this possible." I'm shaking hands with this solid featured older man wearing his union cap and jacket.

He says, "You don't necessarily let the son of the great brain surgeon cut your head open. I rowed one of those to the Isles of Shoals and back, in and out the mouth of the Piscataqua River, many times. Forty footers would come by asking if I needed help. Ten minutes later they'd be in trouble. We'd still be riding fine, rowing or sailing. Great in seas. Nothing like this boat for rising with the seas. She'd rise right up."

"You know the mouth of the Piscataqua. There's a breakwater out there. Couldn't get into the river, too rough, too much current. Went right over the breakwater. Never touched the rocks. Right over (rode a wave presumably)."

"1200 rivets. I think that for this size the number was 1200 rivets. Lots of these were lost in Narragansett Bay in the '38 hurricane. The old steam engines in the steam yachts. I could have had any number of them if I'd just picked them up. The millionaire owners, they didn't even care to come and look at their boats. Just throwaways to them."

"I bought one of these boats (the dinghy) for a dollar. Used it for forty years. Grew up in the shop watching the work. The great thing was how well everyone worked together. I always played with Halsey and the others my age. In and out of their houses, and they were all just fine regular people."

"Later on when the business was sold, Pearson bought it, they were building the old boats on one side and the Pearsons on the other. One old builder came in looking for work. The man running the shop says, well why don't you just hop up there on that thing and stick a few pieces of teak here and there...you know how they do. The fellow from out of the shop's past says, I'll be damned if I'll trim out a plastic pisspot! I'd rather go around Poppasquash Neck and build lobster boats! And he did."

"Saved nine people in the mouth of the Piscataqua in my dinghy. I'd come rowing in and they'd get a call from someone in trouble so I'd turn right around and go back out. Great boat. nothing like her. She'll still be a great boat in 50 years. Had mine for 40 years. Cut her up for firewood. Thought she had too much rot in the keelson."

We were now shaking hands. He and his wife, who had been quietly standing with him while this storm blew, first from the east, then slowly backing around to the west, prepared to move on. Then, with our goodbyes said, they were a ways off when the storm blew itself out with a final blast. He turned back towards me, threw his hands in the air and fairly yells, "You made my day!"

I answered, "and you made mine!"

Thad Danielson, Marblehead, MA



FITTING OUT FOR FLUKE FISHING

Ed Ritter of Provincetown, Massachusetts, fits out his dory for another season of fluke fishing, using this traditional boat for the purpose it was designed to perform. Barry Donahue, "Cape Codder", Orleans, MA.

PADDLE WHEEL CATAMARANS

Starting in the early '60's I have been experimenting with paddle wheel propelled catamaran hulled vessels. My first was 16'x8', the second was 23'x8'. My present test vessel is 35'x14' and I have the materials to build the final version which will be 60'x18'.

All of these have been built of local junk and none have cost me over \$1,000. Most have drop axle assemblies built into the framework between the hulls so they can be instantly reconfigured into highway legal implement trailers.

In paddle wheel design I have progressed from building the age old open caged pinwheel type of wheel on to building open caged paddlewheels that have center point chevroned vanes on to fussing around with paddlewheel tank bodied creations with flexing vanes.

I have tried to dig up technical information on tank bodied paddlewheels but the data does not seem to exist. I was even urged to start a research project by one naval engineer but I am a tinkerer or tinkering's sake not a techno-enterpriser.

Don Baarstad, 29111 Blake Dr., Corvallis, OR 97330.

RELIES ON BOOKS & PERIODICALS

As a midwesterner with no local boatbuilding community, I rely on books and periodicals to stay tuned into designs, techniques and materials. I would like to find a magazine that reviews designers from all over, not just the east coast, and one that has no commitment to just any one material (I just cancelled "Wooden Boat"). The less I read about the joys of plywood and epoxy the better because in my experience plywood/epoxy is an inferior way to build boats, and articles about building with C-flex get torn out and used for starting fires (I just cancelled "Boatbuilder" too).

I recently "discovered" Joe Dobler and am planning on building a few of his designs. What a relief!

Marc Pauls, Riverview, MO.

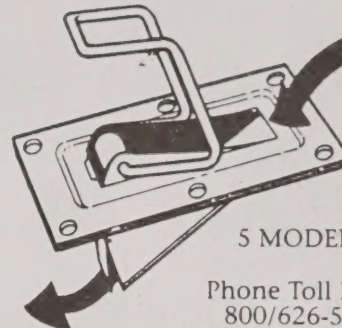
The Solution...
to wet Boats

BAILER

The easy to install and very affordable Andersen Bailers use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.



ANDERSEN



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602

2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304

When It's Your First Time You Want To Be With Someone Who Knows What To Do.

Experience
can change the
outcome of almost
any endeavor.

That's why we wrote
The Epoxy Book. It
puts our experience
and expertise at your
fingertips.

In case the answer to
your question is not in the
book, call us. The same
people who create and test
our products wrote the book and an-
swer your technical support calls. We'll
help you do it right the first time.

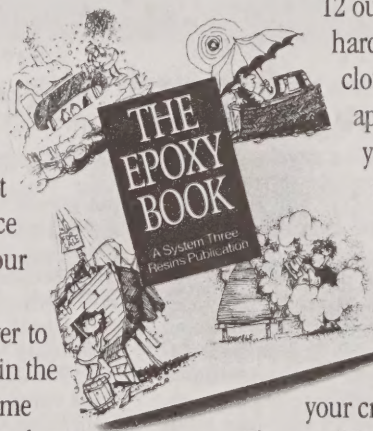
And for you first-timers there's
our Trial Kit. For only \$10 prepaid,
you'll get *The Epoxy Book*, plus

12 ounces of resin and
hardener, fiberglass
cloth, and all the
application tools
you'll need to do a
test.

Mail the coupon
below or call our
order desk at
**1-800-333-
5514** and use
your credit card.

If you call before noon Pacific
time, your kit and book will be on
their way to you the same day.

For technical support, call
1-206-782-7976.



The
complete
System Three
Trial Kit;
\$10.



Yes! I want to do it right the first time. My
\$10 is enclosed. Please rush me The Trial Kit,
and my very own copy of *The Epoxy Book*.

Name: _____

Address: _____

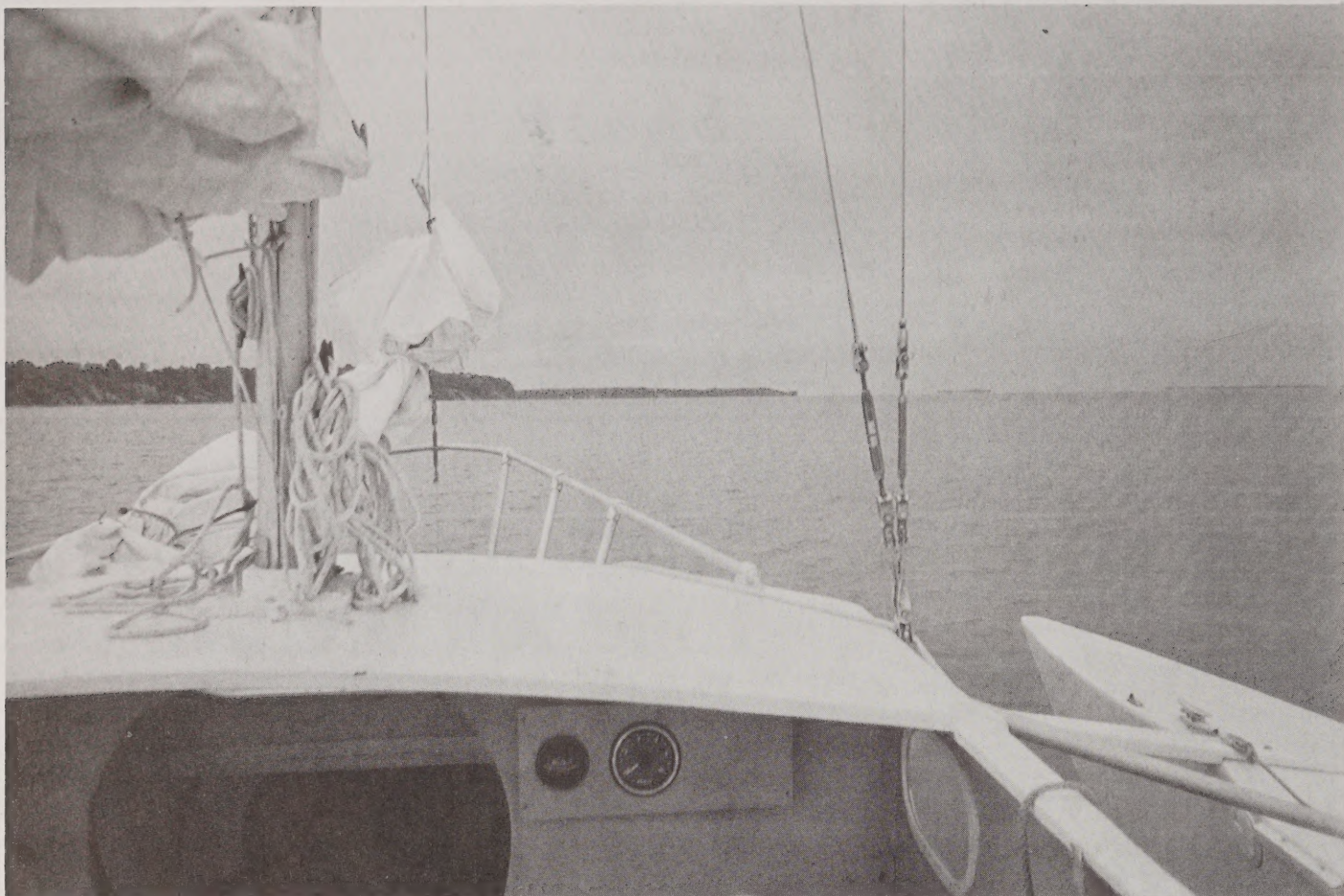
City: _____ State: _____ Zip: _____

Telephone: _____

System Three Resins, Inc.
P.O. Box 70436
Seattle, WA 98107
(206) 782-7976

SYSTEM THREE

System Three is a registered trademark of System Three Resins, Inc.



When the following breeze dropped below 5 knots and the late October sun became so warm I had to take my shirt off, the lesson of the past four days once again made itself felt. It's not the getting there that counts, it's the going. The knotmeter dropped to 3, then 2 knots. Now 1-1/2. And the going got progressively better.

It was a storybook day. The trees that line the placid Bohemia River on the upper Chesapeake were reaching their autumn peak. It was a Friday, an Indian Summer day as good as they get. As the afternoon warmed, a few other sailboats began to appear on the river, more in that one afternoon than I had seen all week while knocking about the upper end of the bay. I was heading back to the marina where my car and trailer waited to carry the boat and me home and, just then, I couldn't move too slowly.

When I had motored away from the marina earlier in the week, my plan was to sail down to Annapolis. The boat shows were done for the year, most of the snowbirds had cleared the expansive estuary for points south, and I figured I'd have the yachting mecca pretty much to myself. It was also to be a pilgrimage of sorts. I'd spent two years of my spare time totally restoring my Searunner 25 trimaran and earlier in the year had gotten in enough sailing to become familiar with the boat and work out the quirks that always show up after a complete refit. Now I was ready to go somewhere. I needed a destination, and Annapolis was a good one.

But in giving myself that goal, modest enough at 90 nautical miles round trip to be spread over four or five days, I also

Being There

By David Dawson

put myself in a particular frame of mind. I needed to cover ground, hold to a schedule. Checking off miles made good to the south soon became more important than the sailing itself. What lay ahead, what was to come next, took precedence over simply soaking in what was going on around me.

The first afternoon I motored. A fluky wind coming straight up the bay and a contrary current made real progress under sail impossible. That night, moored up a snug creek about 17 miles down the bay, the weather reports began to take on more importance than they really ought to for the casual kind of cruising for which the Chesapeake has earned a reputation. I wanted anything but a southwest wind the next day. But a southwest wind is what I got, 15-plus knots worth at that. The wind was forecast to back to the north the following day, and then stay there. I could wait for the change and then run south on it, but would I be able to work my way back north before the end of the week?

I left the anchorage at sunrise the second day. Over the open stretches of the bay, a handy chop was developing. As I bounced and splashed into the waves, I began to wonder if this was really necessary. I was hunkered down in the cockpit to get out of the cold, early-morning wind and spray and had to work the tiller steadily to keep the boat on course. The tri was advancing into the weather well enough, but this kind of sailing was not what I was out

there for. Annapolis was still more than 25 miles away. Tacking all the way would add miles to the rhumb-line distance, making the run an all-day affair. If the wind were to shift as forecast, I'd face more of the same returning.

Reason took hold. I turned the bows north. It was as though I had power over the weather in my hands. The boat settled from its windward hull-high attitude back onto all three hulls. The inclinometer dropped from 10 degrees to zero. The wind over the deck dropped from some 20 knots down to about 7, and with it the wind-chill factor. All at once, it was time to sit up, unzip my coat, stretch out my legs and enjoy the scenery.

After running north to the wide mouth of the Sassafras River, I turned east to reach up the river and was soon out of the bay's chop. The boat was all but sailing itself now. I settled back in the cockpit with my legs over the tiller to steer. My hands free, I updated my log. The anxieties began to melt away.

Exploring the nooks and crannies of the top end of the bay meant I'd never be more than a four-hour sail from the marina where I would take the boat out of the water for the 2-1/2-hour highway cruise home. My schedule, to reach Annapolis the second day and start back the third, was moot. The miles covered this hour or the next were no longer significant. The long-range forecast lost its importance. Let the winds do what they will, I would trim the sails for balance, not speed, and lay courses for comfortably easy destinations day by day.

With the abandonment of the goal and

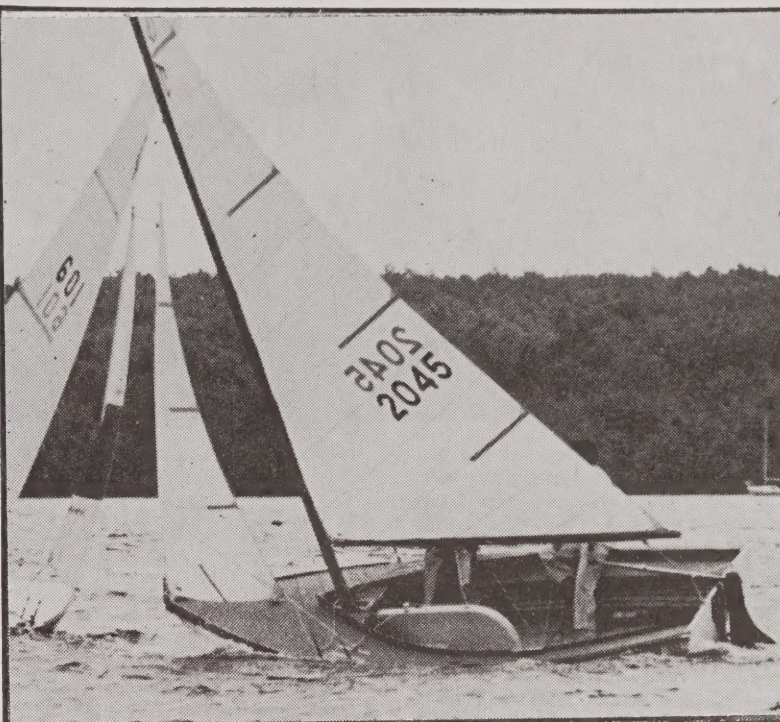
the relaxed state of mind engendered by the decision to lollygag, I began to do things I might not have done otherwise. I moored in the late afternoon, well before sunset, tuned up the rig a bit and then just sat and watched the goings-on in the quiet cove while sipping a beer. Gulls and geese provided entertainment. Later in the week, I took the time to conduct a timed run between two pairs of buoys to calibrate the knotmeter. At another point, I hove to out in the bay to see how well the light tri would stay put, taking the time to see what sail set best made her stay put.

With no particular destination, I was in no hurry and enjoying tinkering with the boat out on the water just as I enjoy tinkering with it in the driveway at home. The pleasure was in being there, out on the wide water, feeling the ebb and flow of the season's mixed winds, watching the clouds gather on the horizon, move overhead and then disperse like a flock of geese, following the building waves and then leaving them behind the moment a headland was rounded.

I put the boat through its paces, feeling it dig in and hold its own when the breeze showed some strength and the wave tops splashed over the leeward float; standing motionless in the cockpit while ghosting with the faintest air as a deep red, rising sun burned its way through the morning haze.

This is what sailing is all about, this is what makes us go back again and again. This is what calls us to cast off the dock lines and take tiller in hand, to work the halyards and sheets to travel on the wind.

But when a trip is being planned, the charts and guidebooks spread out on the kitchen table, this most basic, atavistic reason to get out there, on the water, is too easily forgotten. Pencil in hand, we can't help but get technical, sketching out courses, locating waypoints and counting miles. And on the chart, the farther the route stretches, the better it looks. This is what I did, and it wasn't until that second day, when a chill was beginning to set in and that first dash of spray came over the bow and caught me in the face that I realized my mistake. The cold water woke me up, and I snapped out of it. I didn't really want to go anywhere. I just wanted to be out there on the water. I had already reached my destination.



Wouldn't you really rather sail a TOWNIE?

Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners? We build TOWNIE hulls in traditional lap strake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

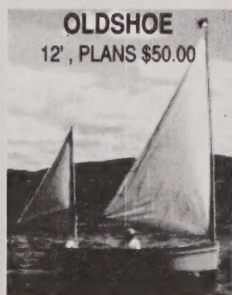
Pert Lowell, Co., Inc.
Lane's End, Newbury, MA 01951
(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.

COMMON SENSE DESIGNS

THE WORLD'S BEST CRUISERS FOR HOMEBUILDERS!

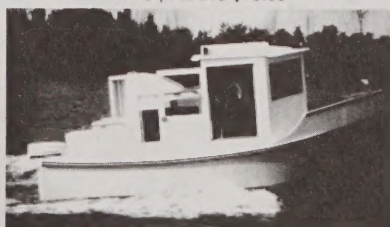
Easy plywood/epoxy construction,
for the first time builder.



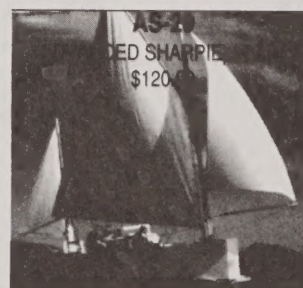
OLDSHOE
12', PLANS \$50.00



MICRO
15'4", PLANS \$75.00
LONG MICRO
19'6", PLANS \$95.00



MICRO TRAWLER
14'6", PLANS \$75.00



SHARPIE
15'4", PLANS \$120.00

Catalog of these and 46 other Bolger designs \$10.00, \$12.00 outside U.S. +\$2.00 for airmail.

11765 SW EBBERTS CT, BEAVERTON, OR 97005
CREDIT CARD ORDERS PHONE OR FAX (503) 524-8264



On the weekend of May 1st the gig "Liberte" set out into Boston harbor with twelve students and three teachers from Arlington High School. Our "Rock and Row" excursion began on a typical blustery New England day complete with snow, hail, and ice. Every Tuesday afternoon for five weeks we had worked to master (?) the fine art of rowing. By the time April rolled around we were ready for our four day trip which would take us from Charlestown Navy Yard to the outer islands of Boston harbor.

Setting out on the morning of April 29, we were an inexperienced, uncoordinated, unsynchronized motley crew of seniors. This trip was the brainchild of our survival teacher, Mr. George Freeman, and this was his third trip since initiating the program in 1990. However, it would probably be the most memorable. Also accompanying us was Ed McCabe, our coxwain and leader.

For four hours we battled adverse winds, currents, and the frequent call of "Crab" until we reached our destination, Calf Island, home for the next four days. With aching muscles and blistered palms we set up camp in the midst of an ever continuing hailstorm of seagull guano (fortunately there was only one casualty, sorry about the hair, Dave).

That night we passed the time building a bonfire, mastering the finer points of hacking (some of us better than others), exploring our surroundings, and amusing

Rock & Row '93

By Keri McLaughlin and Jessica Nierenberg

ourselves with games and activities.

The next day dawned foggy and cold. Unwillingly, we were herded back into our single mode of transportation, the "Liberte". For all our grumbling and complaining, an amazing thing began to emerge. We were just a little bit more coordinated, synchronized and experienced. This time our journey was mercifully brief as we rowed to Great Brewster Island. There we traversed the "ankle-deep" passage linking Great Brewster to Boston Lighthouse. Two Coast Guard operators gave us the grand tour of America's oldest human operated lighthouse. Unfortunately we appreciated the view from the top of the tower so much that we missed low tide on our return crossing. Our pants were able to partially dry by the fire we built for lunch.

In the true spirit of teamwork we had rotating groups in charge of meal preparation. That night's barbecue was precariously close to being ruined by three inept chefs. The tofu dogs blistered, the kielbasa melted, and the beans... well, who wants to eat beans when your only accommodation for four days is a decrepit outhouse. However, we were saved from total starva-

tion by a seven pound serving of "smooth and creamy" "Thank You" brand chocolate pudding.

Our final full day would prove to be the most memorable day of our trip. We rowed to Outer Brewster Island for a day of rock climbing. Due to the treacherous nature of the many rocky coves, we had to anchor some ways out and wade to shore through 41 degree water that immersed us up to our necks. While our teachers set up the ropes course we had plenty of time to sunbathe on the beach. The remainder of the afternoon was spent scaling the guano laden cliffs of Brewster Island. For most of us this was a wonderful culmination to two years of practicing on the climbing walls of our high school gym.

That night, our last evening together, we realized that our group of randomly chosen students had shared an experience unique to us and in the waning days of our senior year we had discovered a new understanding of ourselves and a new set of friends.

This had not just been a typical outdoor educational experience where we were taught the nuances of rowing or camping or billeting but a time to learn of trust, set aside differences, and to accomplish acts of skill we previously had not thought possible. Rowing home, we were finally experienced, coordinated, and synchronized and we cannot wait to again hear the irrepressible cry of, "Sit ready! Ready All! Row!"





A rare bird, Ann Kolls' 1939 Australian "16 Footer".



Two ladies messing about with the sharpie "Mystic Lady" at an SCSBMS messabout.

"Scuzzbums" Messabouts

Southern California's Small Boat Messabout Society, affectionately known by its members as the "Scuzzbums", is an informal group of amateur boatbuilders that reaches out as far as Seattle and Canada. They host regular "messabouts" throughout the year, usually two-day affairs that include sharing each others boats, boatbuilding and trip and adventure talk, a potluck picnic and informal racing

and local gunkholing. "Laid back" best describes the level of intensity.

A semi-regular newsletter, "SCSBMS News", established three years ago, is a popular source of information about members' trips with their boats, tales of problems and triumphs in building, and announcements of upcoming events. Editor is Ann Kolls of San Diego, known as the "Mother of All Scuzzbums". Ann is

not a builder but does own a fleet of five small boats including a last known remaining 1939 Australian 16' skiff. Ann can fill anyone interested in on the SCSBMS, call her at (619) 569-5277.

The SCSBMS will join with San Diego's Ancient Mariner Society to promote a major messabout August 11-15 at the Naval Amphibious Base Marina in Coronado, open to anyone interested in small homemade or traditional boats.

The Merrimack River Dory Sprints

By Frank Durham

This year's Merrimack River Dory Sprints fell on a weekend with superb weather, sunny, not so warm as to be uncomfortable but warm enough, with an east wind to make things interesting but not difficult. The island cleanup on Saturday was a lot different from last year, and the RIRC group got more done, even though many of the crew had to take SATs first. The Sunday races could hardly have had a nicer day, unless the tide could have been reorganized.

The sprints along the Newburyport waterfront were a disappointment, hardly anyone came. The one sprint recorded was between RIRC Skipper Chris Faris and RIRC Advisor Doug Scott: Faris finished a half length ahead. The Race Committee, however, is muttering about disqualifying both: Faris for unsportsmanlike impeding of a competitor, and Scott for violating the Rules of the Road, in that he rammed Faris at the end (or in the end).

The open race (about 3.5 nautical miles) drew 14 boats, including some doubly welcome new faces. It was started exactly at 15:00, against a waning but by no means discouraged ebbing current (low water is not the end of the outbound flow). The water level was low, producing in the back channel some interesting navigational problems and a certain amount of bad language. There was even a certain amount of discussion in my own boat about the relative demerits of the opposing current and "the putty"; avoiding the one got us into the other. Another competitor was observed to get out and push, without getting his ankles wet, at one point. Let he who is without sin ...

Once around the top of the course

(Carr Island), the current was in favor, but the wind was opposed. I had hoped that the wind would blow away my competition, but no -- not only did Noyes & Bashaw row a better race upriver, but they rudely declined to be passed in the end game, and wound up out of sight, first dory of any kind, and first Banks dory. The trouble with these "kids" is, they are getting better and better; I am not.

16' Light Dory (Michael Updike)
55:43

18' Swampscott dory (Doug Scott & DJ Scott) 56:09

16' Light Dory (Bernie Smith)
59:03

15' Whisp Ultralight skiff (Kevin White) 59:28

16' Light Dory (Dave Knight)
1:11:32

10'5" Skiff (Les Gould)
1:13:26

17' RIRC Banks dory (Felix Legarre & Tony Steeves) 1:20:28

The Fleming father and son team rowed a stretched Piscataqua wherry, built by Jon Aborn. They set a new course record, were first in their class, and first overall. Art Poole and Verne Shaw brought a brand-new and lovely Seabright Light, beating last year's Seabright Light (also built by Art, now owned by Bob Powers), possibly because the new boat had twice as many rowers. Mike Cushing's Amesbury Point Skiff was fresh from the builder's yard; he picked it up from Lowell's that day.

A note on classes: RIRC is sort of standardizing on "classes", based on some general criteria. We're not sure that we've found the Truth about this, and will be glad to hear other ideas. Most emphatically,

we do not suggest that anyone else should have the same ideas; some diversity in this is good. Anyway, our criteria are:

1. We love dories, and divide them into two basic kinds (a) Banks dories, and (b) all others, called "shore dories", including Swampscotts, Alphas, the gunning dories, and the various dory skiffs.

2. Oar-on-gunwale boats that aren't dories are classed as "livery", but we aren't sure what that means exactly; or if it's right to just stuff all others into this category.

3. Sliding seat is differentiated from fixed seat. I dunno exactly what we'd do with a sliding seat Banks dory, though.

4. Numbers of rowers: there are singles, doubles, and "multi-oar", involving 3 or more. This year there were only singles and doubles.

5. FFF (Front Facing Folk, e.g., kayaks and canoes) are differentiated from us politically righteous folks who are looking backwards; canoes are distinguished from kayaks.

6. When two or more essentially identical boats appear, a special class is created for them, since there is parity in equipment, and results will depend only on the operators. This year, Phil Bolger's "Light Dory" was represented by three examples, which were classed by themselves.

There were no sliding seat or FFF entries, somewhat to our surprise. Two questions are still active in the race committee: how should one classify a boat that starts with two rowers but is immediately reduced to one through material casualty (Legarre & Steeves, lost oarlock), and: shouldn't we recognize Les Gould for doing the course in a boat less than 11' overall?

All in all, it was a splendid day.

The Essex River Race

By Bob Hicks

I go to the Essex River Race, because it takes place only a dozen miles from home on a beautiful scenic tidal estuary, over a course that includes circumnavigating an island in Essex Bay as the turnaround for the out and back course. And it happens in early May when boat events are just getting going. Further, it's promoted by the Cape Ann Rowing Club, to which I belong. And lastly, I like the variety of human powered boats taking part.

This year's 56 boats included 23 sea kayaks, 16 men and 7 women; 11 fixed seat double rowing boats and 10 fixed seat solo rowing boats; 6 Alden ocean shells; 4 racing canoes; and 2 recreational canoes. What an interesting mix, and more so when you note the variety within the fixed seat rowing boats, ranging from a 10' lobsterman's work skiff to an 1,100 pound elegant rowing barge.

While each of several classes raced for its own trophies, the mix of overall fastest finishers always interests me. Eight finished in under one hour for the seven plus mile course, all within two minutes of one another. They were: Edward Duggan, surfski; Tom Mailhot, Caribou sea kayak; Kate O'Brien, Alden single; Pete Schact, racing canoe; Kinley Gregg, Alden single; Seth Shattuck, Alden single, Kirk Olsen, racing canoe; and Jack Hubbard, Alden single. The first double in was an oar-on-gunwale Piscataqua River wherry rowed by Pete & Ray Fleming in just one hour, right behind John Hubbard. Note that two of these top finishers were women.

I surely do like this sort of mixing of small boats in competition, and the Essex River Race seems to attract a solid entry for just about all types of human powered boats. And it's also low key and good fun.

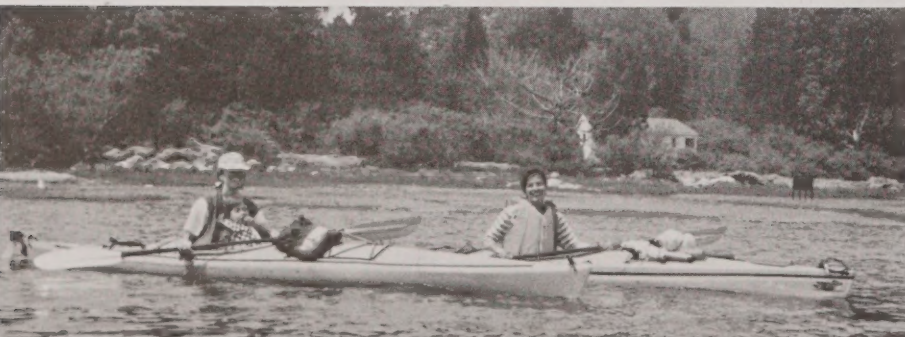
Scenic waterfront property afloat on Essex Bay formed one course marker.

The racing canoe fleet early in the race.

Three girls in a Banks dory; Elin Klintonberg, Maisa Tisdale and Michelle Brewer.

Steve Wedlock and Ben Pedersen enjoying each other's company in proportionally sized kayaks.

Family racing? Jennifer Kelly and her daughter in solo kayak, with friend Lola Bogyo, enjoying a leisurely pace.





Ed Duggan was top finisher in this long surfski.



Kate O'Brien and Kinley Gregg in a fast female Alden contest that brought them home 3rd and 5th overall.



Tom Posa said his boat weighs 1,100 pounds!

The MAINE ISLAND TRAIL ASSOCIATION

*A new way to preserve and
enjoy our island treasures*

MAINE ISLAND TRAIL ASSOCIATION
Membership Application

___ New ___ Renewal

Your Name

Street

City State Zip

Telephone

*Membership Categories
(please check one)*

___ \$35 Member*	___ \$500 Guarantor
___ \$50 Subscriber	___ \$1,000 Patron
___ \$100 Contributor	___ \$2,500 Benefactor
___ \$250 Donor	___ \$5,000 Sustainer

Please make your check payable to MITA and mail to
Maine Island Trail Association, Box 8, 41A Union
Wharf, Portland, ME 04101. For tax deductible
donations, your checks must be made out to "MITA/
Coastal Resource Center, Inc."

* Maine Island Trail Association membership benefits include:
Guidebook and regular updates, *Island Trail* Newsletter, an
invitation to the Annual MITA Conference, and the recreational
access to private islands in the Trail system as part of the
stewardship program.

Box 8, 41A Union Wharf
Portland, ME 04101
207/761-8225

Traditional Canoe Enthusiasts

Join the Wooden Canoe Heritage Association, a
non-profit membership association devoted to pre-
serving, studying, building, restoring and using
wooden, wood & canvas and birchbark canoes.
Membership includes our journal, *Wooden Canoes*,
which comes out every other month, annual Assem-
bly notification and access to hard-to-find books and
supplies.

Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, NY 12812

"Where Have All the Paddlers Gone?"

By Bob Hicks

Camp Winona in Bridgeton, Maine, seemed very quiet when I arrived mid-morning on Saturday June 11th for L.L. Bean's North American Canoe Symposium. Obviously everyone was at one or the other of the scheduled workshops and demonstrations, but still it seemed like, "Where is everyone?"

That was the question the Bean Outdoor Discovery staff had been asking themselves, for instead of the usual 275-300 participants in this weekend of canoe instruction, the turnout was about 150. What had happened?

After looking over the brochure again I came to my own conclusion, the concept had become too ambitious. Bean had expanded it over a ten day period, beginning June 6th and ending June 16th, with a series of one and two day workshops devoted to specific aspects of canoeing. Anyone interested could sign up for the following at fees ranging from \$55 to \$150:

"Introduction to Whitewater Canoeing".

"Introduction to Solo Whitewater Canoeing".

"Intermediate Whitewater Canoeing".

"Freestyle Canoeing".

Below, clockwise from left: Trying them out is one reason to be here. Getting into a canoe gingerly, in this case a Monfort Geodesic. Beth and Dave Buckley, outdoor writers and wilderness paddlers, gave a popular workshop on "Being at Home in the Wilderness". The sailing fleet awaits the afternoon breezes.

L.L.Bean NORTH AMERICAN CANOE SYMPOSIUM JUNE 11-13, 1993

BY THE SHORES
OF CAMP
WINONA:
A CANOE
WEEKEND LIKE
NO OTHER.

"Northwoods Overnight Workshop".

"Canoe Poling Workshop".

"Flatwater Canoe Workshop".

These are much of the same stuff one used to get in smaller bits over the two day weekend Symposium, and still could, at a

\$90 registration fee. To me it appeared that many potential participants elected to take the time and spend the money to focus on their own special interests in canoeing. I concluded that those who were around on the weekend were still trying to absorb the whole picture.

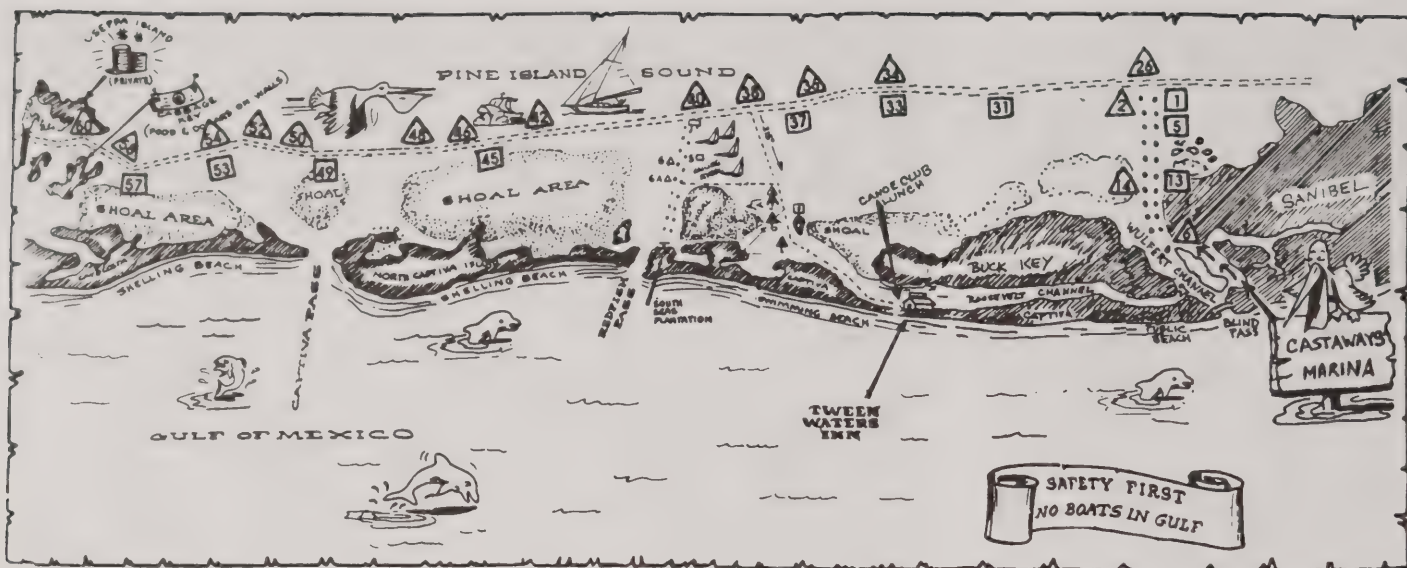
Well with the smaller turnout one could get a lot more individual attention at most of the demos and workshops. I noticed that the largest attendances were at traditional canoeing programs, things like wilderness camping, and expedition planning. The specific technique demos and workshops were often sparsely attended, Bart Hawthaway demonstrated double paddle technique to just three onlookers, and Stan Wass waited a while for a couple of people to wander up for the "North American Touring Technique" demo.

The marvelous ambience of Camp Winona's early 1900's atmosphere and superb food and socializing still were present, and when most of those attending gathered together for meals and evening entertainment the "critical mass" was achieved for enthusiasm to get up to speed. The Bean staff told us the 1994 Symposium would be held but that it might be altered in format to reflect the changing interests of those wishing to learn more about this sport.





Clockwise from above: Geoffrey Burke (back to camera) discusses his traditional lapstrake canoe with a prospect, trade displays and tryouts were part of the weekend. Maine guide Ray Reitze, Jr. presented a superb workshop on "Surviving in the Wilderness". "Northwoods Paddling Technique" by Alexandra Conover of Northwoods Ways drew a good crowd...but Bart Hawthaway's "Double Paddle Technique" and Stan Wass' and Heidi Krantz's "North American Touring Technique" played to slim turnouts. American Traders had a big fleet of traditional canoes on the beach.



By Jim Lacey

When Barbara and I returned to wintry New England after a week on Sanibel Island a few years back, we promised ourselves a similar respite in the not too distant future. It had been a pleasant stay, with walks along the Captiva beach each morning and canoe trips in the neighborhood of Blind Pass and through spooky mangrove swamps in the vicinity of Tarpon Bay (see "Paddling Through the Mangroves," Aug. 15, 1990). There were a number of things on the island we had left undone, and I looked forward particularly to canoeing along Roosevelt Channel between Buck Key and Captiva Island and possibly trying out one of the Hobie Cats I had noticed for rent on the beach near the 'Tween Waters Marina.

For someone like me, who tries to avoid touristy things, Florida is indeed a challenge. My predicament was alleviated by our having already done much of what visitors to the island are expected to do, and Barbara was happy strolling along the nearly empty beaches in the mornings, and for much of the rest of each day sketching views from the porch or the front lawn of the efficiency we rented; the cabbage and coconut palms, the gumbo limbo tree, the fishing dock, and the picture postcard cove itself, its sandy shoals crowded with native waterbirds.

Though I can't sit still for very long, I got through the first afternoon by checking out the marina across the bay, and then reading a marvelous account by an eighteenth-century African slave and merchant seaman, Olaudah Equiano. While Barbara sketched, I read, dozed off intermittently, and looked up from time to time to take in the scenery. The birds put on quite a show, particularly the brown pelicans, comically awkward on the ground, but as natural as ducks in the water, and incredibly graceful aloft. I'd follow the path of a straggly squad of them as they humped their wings above Blind Pass Bridge in the distance, driving into a thermal, then glided high overhead in their approach, and all together suddenly swooped in a graceful, descending curve that followed the margin of the bay, and finally landed plop in the middle of their idle chums who were passing the time dickering on the tidal shoal.

Even more comic, to me at least from the vantage of my lawn chair, were the occasional fishermen who rented boats from the marina. They inevitably misjudged the swift current in the narrow channel by the end of our dock and generally ended up where they didn't want to be.

Sanibel Revisited

One scene in particular was very much a cartoon; two fishermen about a hundred and fifty yards in the offing, sitting patiently for upwards of an hour in their anchored skiff with fairly sizeable rods, while the mullet all around them were jumping two and three feet into the air, and the pelicans from time to time dive bombed into the fray and emerged with a fish. It did seem that the fish and the pelicans, particularly the pelicans, were mocking the fishermen, who didn't get as much as a nibble all the time I watched them.

I also had the luxury of making plans for the following day, when Beth, our daughter, a graduate student in geological oceanography at URI, would be with us. I thought it would be venturesome for the three of us to paddle somewhere for lunch, and looking at a map and the Sanibel-Captiva "Shopper's Guide", I found a likely spot, the Captiva Canoe Club, which is not a canoe club, but a waterfront cafe right next to the 'Tween Waters Marina dock. I thought I recalled a beachlike area in the immediate vicinity of the marina, and it seemed that a cafe with such a name would be likely to welcome guests who had paddled their way there. It would be an excursion of about two-and-a-half-miles, and I imagined the pleasant, tropical landscape along the channel, with an occasional view of pastel houses with exotic gardens, and a nature show from time to time courtesy of the sea creatures and wading birds. The day proved to be that rare exception to the usual vicissitudes of small craft adventure, for we experienced everything I had imagined and more.

The following morning I finished my coffee before anyone else was up, and headed for the Castaways Marina, convincing myself that the overcast skies portended no more than a gentle rain. On the way I checked out the hibiscus and bougainvillea and admired the tall coconut palms gracefully bowed over the pathway, wondering for the moment if anyone had ever been killed by a falling coconut. In the shrubbery near the motel units, I spied a black woodpecker with yellow claws and white markings, sporting on its head the brightest red plumage I've ever seen, like a miniature Cossack's hat. And just as I approached the main road, I spotted a lean, wiry, loping animal, dashing through the brush. It was not a dog or a raccoon, certainly. When I asked about this odd animal at the marina, a customer

suggested it might have been an armadillo. It was not an armadillo. It moved and looked like a huge black mongoose!

Fitted out with a 16' Mohawk canoe, two paddles and an extra flotation cushion, I paddled my way in the swift tidal current toward the ramp adjacent to our dock. Four kayakers, a couple of them obviously beginners, had just put in at the ramp and were having trouble negotiating the turn of the channel against the current. One went aground and another crashed into a dock while I, gliding with the current and paying more attention to their problems than where I was going, managed to sideswipe a piling. Mike Brynne, the manager of Castaways Marina, I recalled had reacted oddly when I mentioned I was heading for the 'Tween Waters Marina for lunch, as if it were a long haul indeed. His suggestion that I sit on the stern thwart and atop the flotation cushion, however, argued that he didn't do much canoeing himself. Then again, the kayakers were having a hell of a time with the current, and I had no idea at all what conditions would be like in Roosevelt Channel. When I beached the canoe, I found Barbara and Beth lingering over breakfast, a perfect opportunity to play the rugged outdoorsman to their dawdling, citified demeanor.

By the time we launched the canoe, the kayakers had given up the idea of paddling against the current, had turned around and were well on their way toward Pine Island Sound going inside the barrier-like spit in the cove. Since there was no way to get to Roosevelt Channel without paddling against the current, the three of us decided to get it over with at once. We bravely went for it, right into the teeth of the tide. With Beth in the bow and me in the stern and Barbara as coxswain, seated on the floor in the center, we made moderate progress against the two-knots or more of current.

It got tougher as we got closer to Blind Pass, but we held out, slowed some, but still making progress. Shoaling water forced us closer to the bridge than we wanted to go, but everything was fine as soon as we turned into Wulfert Channel. From there it was all downhill, the trick being to keep tracking till we reached Buck Key, where we'd hang a left between it and Captiva Island. I was not sure which way the current would be flowing in Roosevelt Channel, though common sense suggested it would be with us. I had calculated when the tide would be high and low but without the local knowledge of how long the current continues to run after the tide turns, that information is almost useless to

anyone paddling. As dumb luck would have it, the tide was fair in Roosevelt Channel, as I suspected it would be, and it turned just in time to give us a push back after lunch.

The sojourn, though nothing more than a two-mile drop down a placid brook in New England, was in miniature an adventure in passage making comparable to the first excursion in my Nimble 20 to Napatree or Block Island, or even, I imagine, in a serious cruising vessel to the Caribbean or the Azores. There were twinges of doubt about the passage itself, whether we would be able to follow channel markers, identify the Canoe Club upon arrival, find a suitable place to beach the canoe, and avoid mishaps, which have a way of pouncing upon watercraft of whatever burden out of the blue. There was always the possibility that we would be unable to proceed because of shoal water, a relentless tide, a torrent of tropical rain, or some obstacle not on our dated xeroxed chart, which of course was not to be used for navigation.

The scenery along Roosevelt Channel was everything I had imagined, and the sea creatures seemed to be putting on a show especially for us. As soon as we turned into Roosevelt Channel, two critters launched themselves from the bank on our left, swam about twenty feet in front of our bow, and, after crossing much of the channel, emerged on a sand spit. At first we thought they were beavers, though they seemed larger and slimmer, and then we wondered if they could be harbor seals, until they got up on the spit and began to walk about on slender legs with paws. The question was not cleared up until that evening, when, back in our efficiency, I got out my copy

of Margaret Greenberg's "Nature on the Sanibel" and realized that these creatures, as well as my loping giant mongoose of that morning, were Florida river otters.

As we made our way up the channel, from time to time a mullet would jump two or three feet into the air, just for the fun of it or to show off, as Barbara put it, since there were apparently no bugs or flies to snap at. Along the Captiva bank there were occasional white or pastel homes, with tropical gardens, many of them with docks and modest power boats hoisted out of the water on davits, or an occasional sailboat in the twenty-footer range on a mooring. Along wilder stretches of palmetto and mangrove on Buck Key to the right, solitary herons and white egrets were perched in the foliage like ornaments. To the right I noticed an opening through the mangroves, a trail that probably snaked through the key and emerged in the sound. That, I thought, was something to leave for another day, or another year.

This passage remains much more vivid in memory than the spin Barbara and I took in a 16' skiff two days later, when we buzzed up Wulfert Channel to the Intercoastal Waterway and laboriously made our way to Marker 38. Returning to the Castaways via the same stretch of Roosevelt Channel, the magic of the idyllic canoe trip seemed to have vanished in the attention the skiff required and the whine of the 9 horse Yamaha. Though I am a sailboat fanatic and have nothing against runabouts, I have learned that the only way to enjoy some Florida byways is to paddle discretely through them. The Hobie Cat, I decided, could wait for

another time or another place.

After about a mile and a half of easy paddling past mangrove islands and a channel crossover which even our 16' Mohawk with its four inch draft was forced to take. Roosevelt Channel broadened into a harbor of refuge for an assortment of boats on moorings, including a ramshackle houseboat much the worse for wear, a nondescript glass sailboat, and an exceptionally handsome trawler. The pilings, in addition to marking the channel, warned boaters that the area is a manatee refuge, though local word was that they were no longer to be found in the vicinity. To our left a row of condos, the 'Tween Waters Marina, and the Canoe Club made their appearances, but as it was only about 10:30, we continued our leisurely sojourn for another mile or so, till we reached the three nuns marking the channel out to the Intracoastal Waterway.

When finally we sat down at a table at the Canoe Club with a fine view of the marina and Pine Island Sound, I announced that we had paddled from the Castaways, and the manager reacted as if we had indeed made a remarkable passage, which in a sense we had. Fresh in our memories were the sights and sounds of the superfluous leg of our jaunt, particularly the paddle back to the Canoe Club in the suddenly slack tide. We enjoyed watching the aningas atop pilings hanging out their wings to dry, the startling splash of a thousand minnows simultaneously breaking the surface of the water, the statue of a guardian mermaid on a dock, and the sudden mysterious presence of a huge, shadowy sea mammal, whose soft gray nostrils broke the surface, exhaled, and were gone.

ON DISPLAY
INDOORS



LOTS OF
PRE-OWNED
SAILBOATS

COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
O'DAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES

FERNALD'S

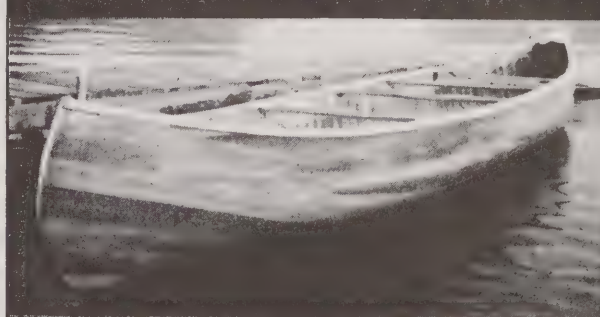
Rt. 1A, Newbury, MA 01951
(508) 465-0312



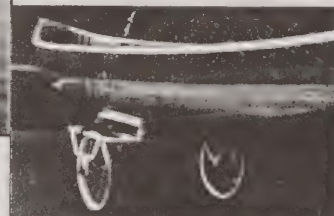
DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks

29474 OLD NORTH RIVER RD.
MT. CLEMENS, MI 48045
(313) 468-6456

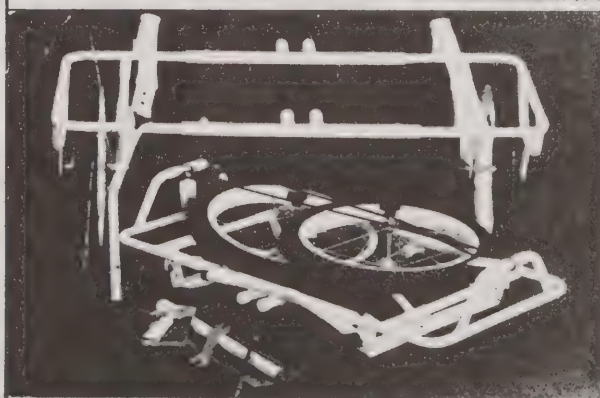
AMERICAN TRADERS CLASSIC CANOES



Largest Selection of Wooden
Canoes in the World!
All Models in Stock.
Fine Craftsmanship
Fair Prices!



SPECIAL Canadian
Boat Walker **ONLY**
\$159⁰⁰
FREE SHIPPING
HUNDREDS SOLD AT \$195



Rugged, Lightweight Steel
Construction
Large Pneumatic Tires
Folds Flat to 6 1/2", 16 lbs.
Tools/Air Pump Included
Money Back Guarantee
Shipped in 48 Hours
MC/Visa Accepted

Call For Dealer Listing

AMERICAN TRADERS
627 Barton Road
Greenfield, MA 01301
(413) 773-9631
(800) 782-7816
Dealer Inquiries Welcome



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION

55 Spicer Ave., Noank, CT 06340
(203) 536-6930

**CAPE ANN
SMALL CRAFT**

**Portable,
Affordable Boats,
Trailers and Accessories**

(508) 768-7411

66 MAIN STREET, P.O. BOX 592
ESSEX, MA 01929



PISCATAQUA SAILING WHERRY

14'x47" hand laid fiberglass hull with
solid mahogany gunwales and seats.
Includes 65 sq. ft. sprit sail rig - 2 foot
draft dagger board - one pair 7' oars -
2 rowing stations

BAY of MAINE BOATS

Box 631, Kennebunkport, ME
04046
(207) 967-4282

The Forbes 3-Mile Plotter

Malcolm R. Forbes

A perennial argument goes on in the hot stove boating league whether magnetic or true bearings should be used when piloting small boats. Charts are printed to true North. Compasses point to magnetic North. The difference between magnetic and true is called variation. Innumerable methods, mechanical and mathematical, have been invented to cope with the problem of variation.

VARIATION

Variation exists because the magnetic pole and the geographic pole are in different places. In New England, when you face the North Star (true north) the magnetic pole, which is located in Baffin Island, Canada, is a bit off to your left or west (W Var.). If you travel westward, the angle between true and magnetic decreases until near the Mississippi River the two poles line up like a pair of range lights. Variation is then 0°. Continuing west, the magnetic pole "moves" to the right (E Var.) of the geographic pole.

Variation in New England ranges from about 15°W around Cape Cod to about 19°W in Eastern Maine.

CORRECTION

If you do not make a correction for variation you will drift away from your intended destination at a surprising rate. The 17° variation found in these parts will put you a third of a mile off course for each mile traveled.

Most plotters on the market today are adjustable for different degrees of variation. But here is really no need to have a plotter that can be adjusted for both Casco Bay and Tilamook Bay unless you are going to sail in both places. A plotter with the compass rose preset at the local variation is all that is needed to make the necessary correction.

In eastern New England waters variation runs from about 15°W at Newport, RI, to about 19°W at Bar

Harbor. In this range the error of a plotter preset at 17°W does not exceed ±2°. 2° of variation will only put you off course by about 70 yards per mile. This is a tolerable error considering that most boat compasses are calibrated in five degree increments.

Small boat piloting demands simplicity. Forget about mathematical corrections. Work with the magnetic bearings from your compass and the plotter.

MAKING THE PLOTTER

To make your own plotter, take this issue of Messing About to your local copy center and have them make an overhead projector acetate transparency from the drawing. This will give you a cheap, waterproof, durable, flexible plotter. Better get a couple because they tend to blow overboard.

The grid scale is preset at 1:80,000. The heavy circles in the compass rose have a radius of one, two and three nautical miles. The grid squares are one nautical mile. For 1:40,000, they are half mile squares.

If you use 1:88,888 charts, have the copy center reduce it:

$$80,000 \div 88,888 = 90\%$$

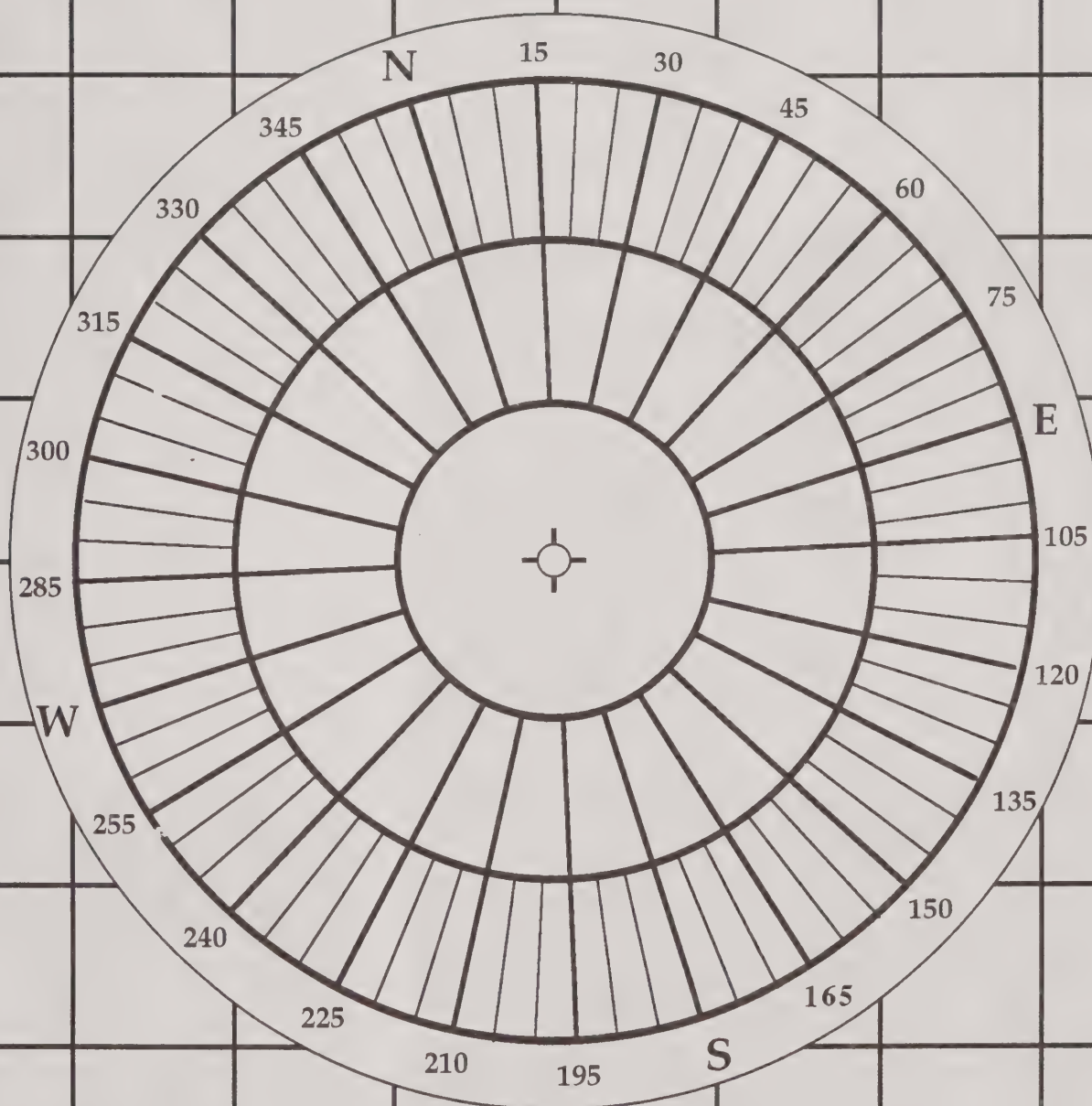
Use a similar calculation for other chart scales. If you shrink or enlarge the plotter be sure to cross out the printed scale and write in your own scale. Any notes or comments you write on the original will carry over to the transparency.

USE OF THE PLOTTER

The center circle in the compass rose is a "You Are Here" mark. By eye align the grid, not the rose, with the latitude and longitude lines on the chart. Estimate your bearing by eye or use a clear plastic ruler. If you poke a small hole in the center of the rose with a hot needle you can add in a few inches of fishing line for a cursor. This will shortly pull through, but then you can go back to the copy shop with Messing About for a new plotter.

the FORBES threemile plotter ©

Var = 17°W; 1:80,000



This plotter is intended for the rough plotting of magnetic courses and bearings in small boats where simplicity and convenience may be more useful than accuracy. Variation is set at 17°W, which will serve from Bar Harbor (19°W) to Newport (15°W) without being more than 2° off.

Repairing a Penguin

By Roger James

I am repairing a 11-1/2' Penguin that my father built for me about 1951. I was only seven then, but I remember helping a lot. Until I was old enough to get a summer job and buy a Lyman for water-skiing, I spent my time sailing it around Mount Sinai Harbor on the north shore of Long Island. The Penguin came to Connecticut with me, but spent most of its time sitting on a trailer in the back yard. It has no rot anywhere, just cracked frames, a leaky transom, leaky centerboard trunk, and a lot of screws rattling around in oversized holes. I half dared my son to take the transom off one day and the next day I came home from work and it was off. At the time, all I knew about epoxy was that it was something that came in a bubble pack in the hardware department of the discount store.

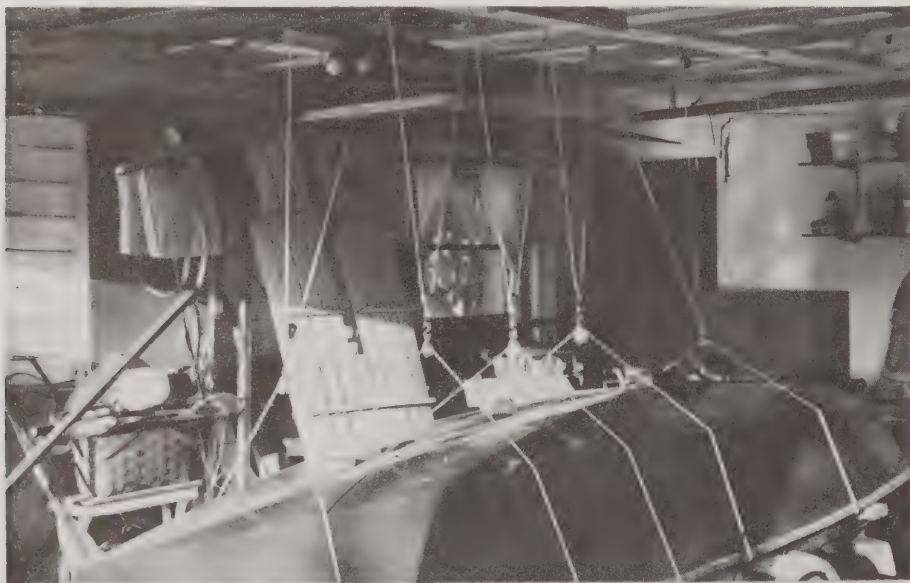
My son told my wife near the end of

last summer "He is having such a good time repairing that boat, we will never get to go sailing." He was almost right. The last day before he had to go to college was a beautiful day for sailing - strong, steady wind, slight overcast, and white caps on New Haven harbor. My adrenaline was flowing. We got about 100 feet from shore and two of the three screws holding the port shroud to the hull popped out - end of sail.

This winter I decided to take the centerboard trunk out and rebuild it. My first problem was how to turn the boat over in the garage by myself. With about 15 cheap pulleys from the hardware department at a discount store, I was able to put together the "cat's cradle" shown in the photograph. One rope zig-zags up and down through 5 pulleys on the ceiling of the garage and 5 pulleys down at the boat. Each of the lower pulleys is connected to

another pulley with a pair of S-hooks. These pulleys each have a rope loop through them and around the boat. Whenever I have to turn the boat over, I hook the pulleys together with the S-hooks, and pull the zig-zagged rope until the boat clears the trailer. Ignoring friction, there is a 10 to 1 advantage in the pulley system and the load is distributed over 5 places on the hull. Suspended thus, I can roll the boat over as each loop around the hull passes through its pulley, then the boat is lowered back to the trailer. The rope loops and pulleys they run through are left on the boat unless they get in the way.

My next problem was how to get the centerboard trunk out without damaging it or the hull. Half the screws were the original brass screws and kind of fell apart when approached by a screwdriver, so they wouldn't come out (one side of the trunk had been rebuilt many years ago and bronze screws were used to put it back in. Most of these came out). Because the trunk was held down by brass screws and bedding compound, I decided to saw it out. I made the bow saw shown in the photograph out of junk lumber and a broken bandsaw blade. The clamps hold the bandsaw blade to the frame and the tumbuckle at the top draws the blade tight. The bedding compound was soft enough to push the bandsaw blade through until it came out the other side. Not shown in the photograph is the cord I tied from the ceiling to the top of the bow saw to support the weight. Once I discovered that rubbing the blade with paraffin helped keep the blade from binding, I was able to move right along and was able to cut through all the screws in about two hours. The trunk is now disassembled and being cleaned up before being epoxied back together. I should be sailing in it before July 4th.



So I Bought a Javelin

SO I BOUGHT A JAVELIN

By Martin Cooperman

It was during a moment of paralyzing intensity, as steep, tumbling 4-foot Lake Erie wave crests came washing into my boat that I realized I had better get a bigger one. At 10 feet and 150#, my O'Day Sprite was uncomfortable enough to sleep in without the added difficulty of an imminent swamping or capsize. After years of hair-trigger mainsheet and tiller reactions, frantic heeling and desperate bailing, it was time to move on.

And a fortuitous time too. After several years of "Wanted's" in the "Spearhead", Mick Glasser from Michigan had seen my notice and made contact. A generation older than me, he had bought one of the original Javelins, #14, hot off the presses, and now 30 years later was looking for a boat he could more easily winch up onto his lakeside property. My family and I had planned a summer vacation that took us right past his lake, and one day last August we made a trade.

The Sprite was purchased a decade ago when my wife stopped working to take care of our two baby daughters and price was the sole object. As the kids got older and I nervously sailed the Sprite on the big lake I began researching magazines for a more suitable craft. My goals were to sail the Great Lakes in reasonable conditions, sleeping aboard on occasional cruises. Most people nowadays think of a Catalina 22 or some such boat as the ideal for this sort of use: Trailerable (sort of), a dry cabin, fast sailing and a keel to take care of those unreasonable conditions that sometimes occur. I thought of a daysailer.

The Great Lakes are not like the waters on the Atlantic shore, and they differ in ways other than salinity. Most large Great Lakes cities (I live in Cleveland) have few of the amenities I remember from my early days on Long Island Sound. There are few beaches, coves, bays, islands and protected areas within easy reach of major populations. Most of the shoreline is low, flat, straight and frankly, boring. Lake Erie's got some nice islands but they're 60 miles away. That's a long day's sail in any boat.

The Great Lakes have some other differences as well. Unlike the protected shores of my youth, Lake Erie is 10 times the size of Long Island Sound, much shallower and potentially far rougher. It calls for a heavy, stable, yet slim boat that can drive through the steep chop.

For safety, it would be best to choose a true keel boat, but bound to a dock, its sailing radius limits it to the less interesting areas. The 20+ foot swing-keel trailerables like the aforementioned Catalina 22 take hours to set up, especially singlehanded. There are tiny pocket cruisers that have cabins that are barely liveable and sacrifice sailing ability for what accommodations they offer. I pondered them all.

It was not until I read a publication from the British Dinghy Cruising Association that I heard of people who routinely sailed and slept in small daysailers. Over a period of 40 years numerous

trips had been made across the English Channel and along a brutal coastline more dangerous than Lake Erie's. With boom-mounted tents they had cruised for several weeks in howling weather conditions difficult to imagine during our normally placid summers. They made some recommendations about boat size. And what they described fit the Javelin better than any other boat I knew.

There were a few modifications suggested. Installing oar locks (and dispensing with a mainsheet-entangling engine), adequate flotation, proper storage, a device to prevent the boat from turtling and most importantly, a flat place to sleep.

Most modern daysailers have molded-in seats which prevent or drastically restrict sleeping room. Thus I couldn't buy just any Javelin. I needed the very oldest model with a flat floor above the hull and removeable benches. Mick's boat was old but seemed sound except for a few minor cracks in the floor. No problem; a little fiberglass tape would solve that. I set out from Michigan with my 'new' Javelin in happy tow.

A mile out of Mick's driveway we hit a small bump and I discovered the trailer springs, suitable for my 150# Sprite, had flattened and actually reversed their bend. With palpitating hearts we made our way back to Cleveland in eight hours, trying to appear relaxed to the kids, who knew better.

While adding new springs to the trailer, my car mechanic happened to look at those little cracks in the flooring. And after enlarging them a bit we discovered that the wood beams running the length of the boat supporting not only the floor but also the mast, were mulch. Wet mulch. Mick had left his boat on a mooring for much of its life, and its life was now in grave jeopardy.

This area of the country specializes in machinery, cars, steel, etc. Most people are handy. I come from New York City. When there's manual work to be done you call somebody. I called the boat repairmen.

At \$40 dollars an hour, you can get precious little fixed for \$100. That's what I promised my wife I'd limit my budget to. The bids came in. \$1,600, \$1,450. A low offer of \$1,100 if I'd pay in cash and accept a sloppy job from the fellow's apprentice. Dejected but still trying, I made an appointment with one fellow who sounded promising. As he studied the boat he kept shaking his head, muttering, "looks like a lot of work..." In despair I asked him how one threw away a boat. Did I just leave it on the treelawn for the Sanitation Department? He seemed to flinch at the thought. "Bring it down to my shop and we'll see."

He hemmed and hawed and finally offered to do the job for \$600, "not sure if I'm gonna make anything on it." A week later I got a call for the blue construction foam I had asked him to install between the hull and the floor, 450# worth of flota-

tion. "I'll need another \$50 just to cover my costs," he added. I gave it without hesitation. The night before I had received a late bid of \$2,226.10. A week after that I drove the boat home.

In the ensuing weeks I added oarlocks, and a friend offered to make me a set of take-apart 9' oars. A kid's plastic stool is the rowing thwart. It'll double as a counter to eat my food from and triple in its original role as a stepstool to boost me up into the boat while on its trailer.

I had the local sailmaker add a row of reef points and sew in a patch of foam at the head of the mainsail, the trick the British use to prevent a capsize from turning into a turtle.

I painted the bottom of the hull a bright taxicab yellow, the better to be seen by passing rescue helicopters in case some of my clever ideas above don't work.

Under the foredeck I bolted a large, rectangular Rubbermaid plastic container to the floor where it would serve as built-in food and stove storage, along with my waterproof canoe bag lashed to the mast which will hold my clothes and sleeping bag. I also lashed down the removeable benches. They provide seating and sleeping bunks a few inches above the likely-to-be-wet floor level.

My friend also made an entire, 3-hatch rear buoyancy/storage compartment where light weight items go, such as extra line, sandwiches and toiletries. They also provide about 150# of flotation just where it's needed. Below are Rubbermaid containers with flashlights, binoculars and the like.

Under the gunwales are 100# of construction foam flotation, each side, firmly strapped down. This boat will float. Maybe not right side up, but it will float.

And, "voila", a beautiful new cruising boat ready for spring. Or maybe not so "voila". These improvements may seem more like desecrations to the experienced racers of the class. And after I enter my first race they may seem so to me. I won't know until I try it out this coming season. I'll keep you informed.

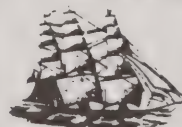
Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY
(207) 268-4802

Rt. 1, Box 1090
Litchfield, ME 04350

Free Catalog on Request



Cape Cod's
Nautical
Book Shop

USED, OUT-OF-PRINT, & RARE
NAUTICAL BOOKS

COLUMBIA TRADING COMPANY

504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668

OPEN SHOP

(508) 362-8966



Toto & Roar II

By Jim Michalak

Building a boat often causes you to itch twice - first when you itch to get started and later when you itch from building it. Early last summer I got the itch to get started.

Specifically, I wanted to try a twist on the multichine hulls I had done in previous years. Those hulls, both pointy bows and pram bows, had no twisted planks. By putting twist into the bilge planks in the bow a nice Swamscott dory type bow can result, but I didn't see a good way to "develop" the resulting plank shapes on my drawing board. I was used to being able to figure that sort of thing beforehand. By some flow theories the twisted plank bow would be slower than the untwisted job. The resulting V bow would push through the water instead of sliding over the water as do the spoon bows which result from the untwisted planks. Even so, I wanted to carry the V bow well aft before blending it into a narrow bottom plank. In particular I hoped the immersed V section would provide a skeg action forward and improve tracking.

I designed a small double paddle canoe to test the notion. It was to be a cheap experiment and would test the skeg idea well since little canoes normally have a great urge to yaw with each dip of the paddle. I gave the boat a little watertight "trunk" aft having found that when I use a double paddle everything gets wet. I snubbed off her stern to give a tiny transom to stabilize the hull when it is inverted for loading onto the cartop.

I developed all the panel shapes except for the twisted bilge panels and built her "instant" style with taped seams to the point of needing the bilge planks. I made the bilge planks "cut and fit" fashion and then measured and recorded their shapes for posterity. I think I spent \$100 on her using two sheets of 1/4" lauan underlayment plywood and polyester resin.

Like Harold Payson I've found the polyester resins to be totally adequate for a taped seam boat, at least for a boat not stored in the water. I built a dory in 1986 with seams taped with a single glass layer inside and out set in cheap polyester resin. I used it slam bang fashion for four years until it got squashed under a tangled pile of catamarans driven by one of our pleasant midwest tornados. The transom and center frame were shattered and she was sort of spread out flat. The cheap seams flexed and held. I gave the wreckage to Jim Huxford and built my original "Roar" to replace her. Jim got the wrecked dory home and found that it automatically reassembled itself when he hoisted it up into the rafters of his garage. He pasted the transom and frame back together and still uses her.

Anyway, the resulting canoe was 13' long and 30" wide. I called her "Toto" after Dorothy's pet. Empty weight ended up at 45 pounds. That's heavier than some similar canoes but she is cheap and rugged enough to handle roughhouse boating.

"Toto" turned out to be a joy to use. The bow works. She tracks well under all aspects of winds and waves with no external keel and only a tiny skeg. She handles rough water very well and never has capsized or shipped any serious water. She has capacity to take out double with my wife. The bow shape doesn't seem to mind an overload.

I built a set of outriggers to try "Toto" as a rowing boat. She is too short to use a sliding seat. She is slightly faster under oars and less tiring, but not as pleasant because you can't see where you are going. Also, in rough water, the low freeboard makes for many missed strokes. I'd alter my rig to give more freeboard at the oarlocks but I think I've decided to keep her only as a double paddle canoe.

The success of "Toto" inspired me to take a saw to the bow of my "Roar" rowboat. I should say to owners of production boats that being able and willing to modify a homebuilt boat with a clear conscience provides me with great joy. Old boats can be given new life. I find a homebuilt boat to be like a deck of cards - reshuffle it and deal yourself a new hand every now and then. One photo shows "Roar" before the nose job, another during the operation, and the last shows her after the surgery. I called her "Roar II".

Since I had used the original plumb bow "Roar" for two years I had a good basis for comparing the two styles of bows. As with "Toto", the new V bow tracks better. She seems safe and dry in

any water, although the original "Roar" was good on that account too. The "swish" of the plumb bow was replaced by a "gurgle" and twin rows of bubbles as the new V bow cleaved the water. I suspect she is a teeny bit slower in smooth water. She is noticeably better in rough water.

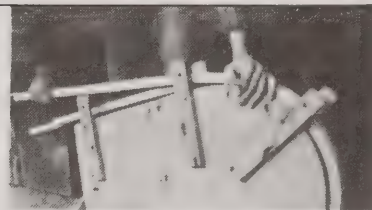
(About the time I finished "Roar II", "Boatbuilder" magazine published a technique for developing the shape of the twisted bilge panels on the drafting board. I think it was a reprint of a Sam Rabl thing written during WWII. Using the method, I found it a little tricky to get the accuracy required for a taped seam hull where gaps between panels should be less than say 1/8". I did get it to agree with my cut and fit panel shapes but knowing the correct

shape beforehand helped).

So both experiments were successes. I'm in no way certain that this V entry bow is superior on a sailing boat. The sailing hull can get its tracking ability through board and rudder. In fact the ability to spin around in tacking can be fun and useful. Then again, the V bow gives a better ride in rough water. But I suppose only a new experimental sailing hull will settle that question. Excuse me while I go out for some calomine lotion. I'm getting an itch again.

Plans and instructions for "Toto" and "Roar II" are \$15 each.

Jim Michalak, 118 East Randall, Lebanon, IL 62254.



STEAMBENDING FOR WOODWORKERS

A "how-to" video shot in the Northwoods Canoe Company workshop. Covers theory of wood bending, selection and preparation of wood, and construction of a homemade steambox. Demonstrates several bending operations, from simple to complex. VHS 65 min. \$24 plus \$3 S&H. Check or M.O.:

NORTHWOODS CANOE CO

RFD #3 Box 118-A2, Dover-Foxcroft, ME 04426

Ask for 16-pp. brochure of canoe building supplies and plans: \$1.

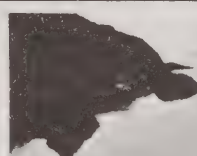


The NOBSKA
is looking
for a few
good friends

She is the only surviving tall stack coastal steamer on the east coast of North America. Help ensure that she will steam again, for present and future generations.

For info write F.O.N., P.O. Box J-4097,
New Bedford, MA 02741

If your organization would like
to see our slide presentation
"Grand New England Lady", call
401-434-6274.



Pygmy Sea Kayaks

Ultra-Light
Wood Epoxy Kits

17 ft.-38 lbs.
19 ft.-42 lbs.

The most popular kit kayaks
in the United States

Send \$2 for information packet

P.O. Box 1529 * Port Townsend, WA 98368 * (206) 385-6143

AFLOAT!

THE MAGAZINE FOR THE SMALL BOAT ENTHUSIAST

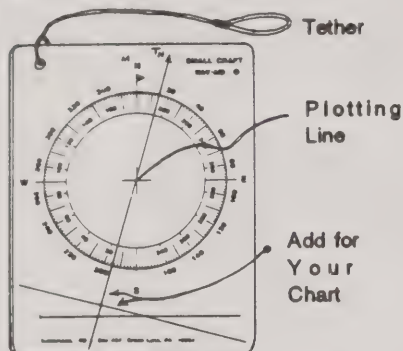
AFLOAT! is a new, UK magazine dealing with all aspects of wind and person powered craft up to a length of about 20'0". The editor and publisher is small craft designer Dennis Davis. All construction methods and materials will be considered and the emphasis will be on small boat practicalities. With a variety of 'boaty' writers contributing, and readership in-put encouraged, AFLOAT! aims to be a thoroughly good read for all who delight in small boats.

Six issues per year of 32 pages (8" x 11 1/2"). The launch issue will be mailed early September 1993. Second class air mail subscription is \$20.00 US. Please send bills, or checks payable to Dennis Davis, to:

AFLOAT!, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway. Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$5.- to C. Sutherland. Postage paid. Write: C. Sutherland, RD 1 Box 457, Green Lane, PA 18054



SALTMARSH SEA KAYAK CO.

SERVING SOUTHERN MA & RI

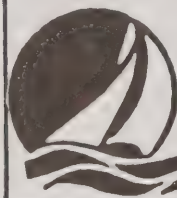
Sales New & Used - Rentals
Tours of Slocum & Westport Rivers
Please Call or Write:
589 Fisher Rd., N. Dartmouth, MA 02747
(508) 636-3007

SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PTJude
- Amer Sail
- Phantom
- Nimble
- Com-Pac
- Florida Hen
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300



Largest Selection of Canoes in New England
Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S

Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

What You Are Building



A HOME GROWN PUMPKIN

It was a clear morning in June with a light southwest wind painting catspaws on the shimmering salt pond waters of Charlestown, Rhode Island. We were riding a fair half-knot current with the wind on our starboard quarter as we ghosted the one-mile passage to our favorite beach hideaway. My daughters, Karen 8 and Ellen 5, were giggling with excitement and singing their favorite songs from the movie "The Little Mermaid". Life was at its best.

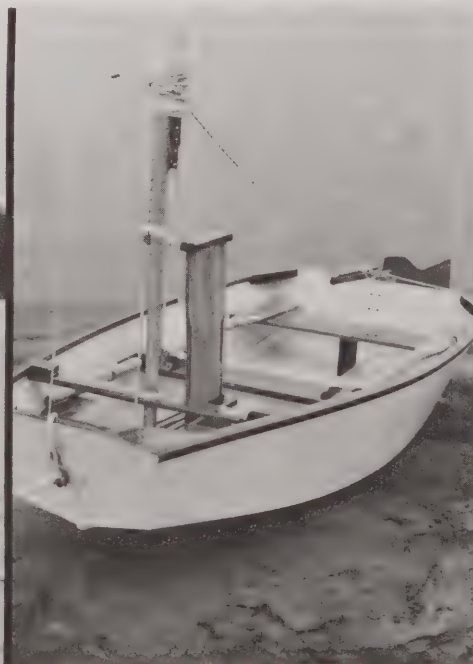
This pleasant cruise; and many others like it, has been our wonderful reward for building the "Pumpkinseed", our 8' sailing pram. We built her from scratch using plans purchased from Clark Craft. She is constructed of marine plywood and mahogany all sealed in epoxy resin.

The sailboat I needed had to be light and

easy to set up and launch, it had to have alternate means of propulsion and it had to be able to skim across some of the shallow areas in the Rhode Island salt ponds where she would be used. She easily meets all of these requirements and pleasantly surprised me with her good sailing performance. I think her good sailing and rowing characteristics are the result of her semi-vee hull, plenty of rocker, and a balanced sail plan.

My children are comfortable passengers with the boat's high boom and clear cockpit, they also enjoy an occasional solo row around the ponds if they can get to the boat before their Dad. She was a lot of fun to build, but what I like best is simply messing about in her on small journeys into a more beautiful and relaxing world.

Peter Barnicle, 44 Golf St., Newington, CT 06111.



YANKEE ROLLING ROWING RIG

By David Carnell

My boy orthopedic surgeon prescribed bicycling as exercise for strengthening my pretty well deteriorated arthritic knee. I bought a bike and after one hazardous highway run I went back to him and asked about substituting sliding-seat rowing, which he said would be fine.

Sliding-seat rowing rigs are expensive, more than the cost of my old skiff, so I pondered an elegant, economical solution and came up with a rolling rowing rig that would tickle any parsimonious Yankee.

It is nothing but a box with a roller skate wheel under each corner. The box rolls between two wood rails fastened on the bottom of any flat-bottomed boat. My first one was kind of heavy, but the two built since have been light boxes built tack-and-tape construction style of lauan

plywood as seen in the photo. The tracks epoxied to the bottom of the boat (under box in photo) are 3/4" wide and 3/8" high. A wear strip of 1" wide fiberglass tape is epoxied just inside each track. The roller skate wheels are mounted on stainless steel bolt axles.

Get your wheels first. Some I have had took an axle directly. On the box I just finished I had to bush 5/16" diameter holes down to fit the bolt axles. Pack the bearings well with grease before installing them. Grease the wear strips and the sides of the tracks for smooth operation.

I find heel friction against the skiff bottom is enough to row without toe straps or heel cleats. The rolling rowing action uses all the body parts and greatly increases your power.

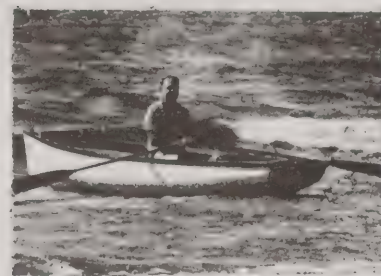
David Carnell, 322 Pages Creek Dr. Wilmington, NC 28405-7850.



The pictures show the third rig I have built in the Bolger Light Dory I finished recently. I built the dory ultralight-tack-and-tape, lauan plywood, with no internal framing because of the stiff gunwale that Jim Michalak calls the "Carnell Flange

Gunwale" (I was flattered that Jim used it on his new Wee Vee dink). Hull weight is 70 pounds. I weigh my boats either with a bathroom scale under each end or by picking them up and weighing me and the boat.

PISCATAQUA WHERRY



14'x47" hand laid fiberglass hull
Solid mahogany gunwales and seats
Two rowing stations
Well balanced with deep, full length keel
Amazing stability with sharp entry to the seas
Traditional wine glass transom.

BAY of MAINE BOATS

P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4282

Wing Systems

Touring Shell

...The 1-Boat Fleet



A breakthrough in performance, versatility, safety and value, Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing -\$2,035, Touring Shell as single kayak -\$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11771
For orders, (516) 922-2656 Collect.



★ AREY'S POND BOAT YARD ★

APBY 12-14' CAT BOATS
Sailing Instruction
Hauling and Storage
Boat Brokerage
Mooring Rentals
Boat Building Classes
Rhodes 19 & Mariner Dealer
ARNO DAY SKIFFS

43 Arey's Lane, off Route 28
South Orleans, MA 02662

(508) 255-0994

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817

(407) 658-0622

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration / Rigging

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

A full service boatshop for
the small craft enthusiast



Producing the Solo, a wooden
double-paddle canoe

Repair • Refinish • Restore
Custom paint • Recanvas
Upholstery • Cane
Paddles • Rentals
Accessories
Balogh canoe sail rigs
Old Town Canoes • Stearns PFD's • Roleez
Experienced hulls available for Restoration

Builders

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
- New construction
- Shop Rate \$18/hr

Box 146, St. George, ME 04857
(207) 372-8543



10'6"x3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

WOOD-CANVAS CANOE RESTORATION

INSTRUCTION

CLASSES • MATERIALS • REPAIRS

Do you want to learn how to restore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to recanvassing. Call or write for details and my schedules. I also sell canoe restoration materials, including clear northern white cedar, canvas, canvas filler and hardware.

William Clements
Boat Builder

P.O. Box 87
18 Mt. Pleasant Street
N. Billerica, MA 01862
Telephone (508) 663-3103



TRADITIONAL WOODEN BOATBUILDING
REPAIRS AND RESTORATIONS

ROB BARKER

615 MOYERS LANE, EASTON, PA 18042

PHONE/FAX (215) 253-9210



2258 Rte. 54A, Penn Yan, NY 14527
315-536-2258

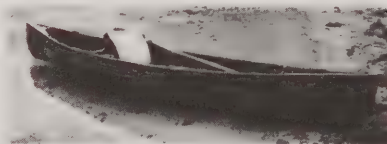


CLUBHOUSE BOATWORKS

217 S. River Clubhouse Rd.
Harwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs,
prams, lapstrakes, and rowing boats.
Dinghy repair and restoration, inlays,
line splicing, varnishing, woodworking,
and model building.

Feather Canoes



We specialize in building, and teaching how to build, a cedar strip version of Rushton's "Wee Lassie" Canoe. This lightweight double paddle canoe is available in two versions. A sample copy of our newsletter and info is free. Full size patterns are \$15.

MAC MC CARTHY

1705 Andrea Pl. Sarasota, FL 34235
(813) 953-7660(H) - (813) 355-6736 (S)



17 SWAMPSCOTT DORY

NORTH RIVER BOATWORKS

6 Elm St., Albany, NY 12202
(518) 434-4414

Info \$2

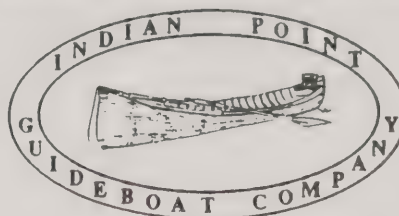
Wooden Boats for Sail, Oar or Power



UFFA FOX's CLASSIC REDWING is now available. This robust and speedy 14' one-design—renowned for its seaworthiness—is an able racer, daysailer. Redwing features sound lapstrake construction with mahogany planking on oak frames, distinctive red sails, and wooden centerboard or iron centerplate.

NORTH AMERICAN REDWING
DINGHY ASSOC.

33 Nicholls St. Lockport, NY 14094



THE ADIRONDACK GUIDE-BOAT

by the

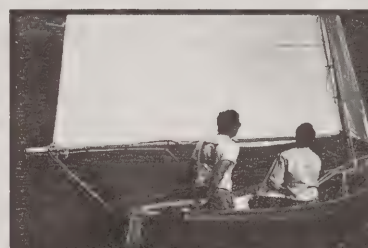
Indian Point Guideboat Company

732 Midland Avenue, Midland, PA 15059

412 -643 / 5457 643/6001

Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 12' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat" See our new "Video Magazine"!!!



THE "LITTLE CAT" SAILING DINGHY

14' x 5' x 2' - 4" / 7"

IN GLUED LAPSTRAKE

DESIGN CATALOG \$5.00

ANTONIO DIAS/MDC

193 TILLSON LAKE ROAD, WALLKILL, NY 12589, NY 12589 (914) 895-9165

Marine Design & Construction



CRUISING WHERRIES - REC SHELLS - DORIES - NORWALK ISLAND SHARPIES

IN WOOD/EPOXY OR FIBERGLASS

Ask about our new Rec Shell Kits

HOGTOWN BAYOU BOATWORKS

P. O. BOX 1281

SANTA ROSA BEACH, FLORIDA 32459

FREE
BROCHURE

(904)
267-3539

Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143

INDIANA BUILT BOATS

SMALL BOATS FOR SAILING, ROWING AND PADDLING
WOOD OR EPOXY/GLASS COMPOSITE CONSTRUCTION
PADDLES, OARS, SPARS AND SAILS



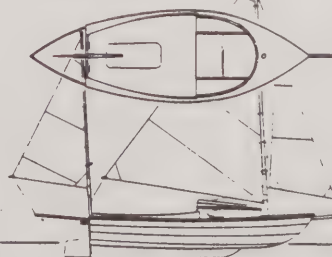
MATTHEW J. FALCONE Designer - Builder
50 Sherry Lane
Brownsburg, IN 46112 (317) 852-5513

SWIFTY 13 — the ultimate micro-cruiser

LENGTH 13'0"
WEIGHT 160 lbs.
Finished \$3,200



Modern wooden boats



Plans/Kits for:

"Leaf" 7

"Swiftly" 12

"Swiftly" 13

"Gt. Blue Heron" 19

\$60/\$1,650

\$80/\$4,100

Catalog of the complete

Shell Boats fleet.....\$3

Two-hour video.....\$23

Visa/MC

R.D.2 Box 289C St. Albans VT 05478 (802) 524-9645

Plans



Ultralight Kayak Plans and Kits

We offer five models of modern sea and touring kayaks as kits, plans, or finished boats. Both round-bottom and hard-chine designs are available. Our kits are inexpensive, easy to build, and very fast. We use modern stitch-n-glue and compounded plywood construction methods and only the finest materials. Our plan sets include full size patterns for many parts and comprehensive illustrated instruction manuals. Our brochure is free.

Chesapeake Light Craft
34 S. Pershing Drive
Arlington, VA 22204
(703) 271-8787

Build A Clancy

Here is a fast, safe sailboat, ideal for sail training, youth programs and designed for the non-boatbuilder.

Order the easy-to-follow instruction book Build a Clancy today for only

\$15.00. Order the Builders Package with major components drawn for you.

We ship anywhere.

Write or call for more FREE information.

flounder bay boat lumber



1-800-228-4691 dept. M
1019 3rd Street - Anacortes, WA 98221

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS
Rt. 1, Box 75, Collbran, CO 81624



Boat

Plans & Kits

- Full size patterns
 - Instruction manual
 - Design portfolio
- send \$2.00

MONFORT ASSOCIATES
RFD 2 Box 416 - Wiscasset, Maine 04578

BUILD SEGUIN!

SEGUIN is a sleek 42 lbs of 4 mm ply and epoxy packaged in an attractive Greenland design. Easy-to-follow plans are accompanied by 40-page instruction manual. Simple stitch-and-glue construction. No jig or lofting required.
Rob Bryan PO Box 475, Woolwich, ME 04579



SWAMP YANKEE BOATS

Plans, Stencils, Kits, Boats
Plans & Instructions for Solo Canoe
\$15.00

Robert W. Sparks

36 Soundview Hgts.
Branford, CT
06405

(203) 488-5932

DENNIS DAVIS DESIGNS

A range of thirteen small craft featuring the unique DK method of round bilge construction, or the well-proven stitch-and-tape method. Only two 8'x4' sheets of ply required for each boat and no moulds, jigs or lofting! Two dollar bills bring our illustrated leaflet.

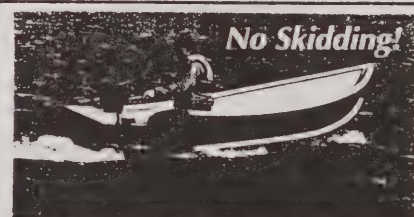
9 Great Burrow Rise, Northam,
Bideford, Devon EX39 1TB ENGLAND

LAKE WATERCRAFT

The "Chewonki" sea kayak & other elegant, easy to build plywood renditions of traditional eskimo & native American craft.

PLANS - KITS - BOATS

David A. Lake RR3 Box 845, Wiscasset,
ME 04578, (207) 443-6677



No Skidding!

DIABLO: 15' by 5' by 30 MPH

With 20-25 hp, she's a tight-turning speedster. Load half-a-ton aboard, throttle her down, and she's a seagoing workhorse. A second-generation Instant Boat, DIABLO fully exploits the flexibility of Tack-and-Tape construction to give you an easy-to-build, dynamically designed hull that's superbly at home on the water.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Diablo and 30 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boat, \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$18.95 Add \$1.00 S&H

Name _____
Street _____
City _____ State _____ Zip _____

Harold H. Payson & Co.
Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES
18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360

PADDLES & OARS



Maine Craftsmanship at it's finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867

VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Rt. 24, Box 731 Orr's Island, ME 04066
(800) 339-6777 (207) 833-5852
(Maine only)

- Hand-crafted
- Competitive

P. O. Box 235
WICOMICO CHURCH
VA. 22579
(804) 580-8723



SPECIALIZING IN SMALL-BOAT SAILS

JAMESTOWN DISTRIBUTORS

FASTENERS
Boatbuilding and Woodworking

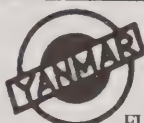
800-225-2930

JAMESTOWN DISTRIBUTORS
RHODE ISLAND SOUTH CAROLINA
28 Narragansett Ave. Hwy 17 & 21, Gardens Corner
P.O. Box 348 Rt. 1 Box 375
Jamestown, RI 02859 Seabrook, SC 29940
Local 401-423-5220 Local 803-846-9500
Fax 401-423-0542 Fax 803-846-9005

JAMESTOWN DISTRIBUTORS 1992 CATALOG

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins and tools.

Materials & Supplies



Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731 Orr's Island, ME 04066
1 (800) 339-6777 (207) 833-5852
(Maine only)

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

Mast Hoops

- Mast Hoop Fasteners •
- Sail Hanks • Parrel Beads
- Wood Cleats • Wood
- Shell Blocks • Deadeyes
- Belaying Pins •
- Bullseyes • Custom Bronze
- Hardware

Pert Lowell Co., Inc.

Lane's End
Newbury, MA 01950
(508) 462-7409
Custom wooden boats, mast hoops
authentic nautical furnishings

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8"
canoe tacks; 3/8" oval brass stem bands;
clenching irons; 3/16" bronze carriage
bolts; canoe plans; clear white cedar.
Price list available. NORTHWOODS
CANOE SHOP, RFD #3, Box 118-2A,
Dover-Foxcroft, ME 04426.

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16'
long. Some other sizes and grades
available. Limited quantity, all
rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure
hard drawn copper. Just the thing for lapstrake
canoes, skiffs, dories. 3 diameters, 1/16",
3/32", 1/8". 10 sizes, 3/4" - 1-1/4".
Send \$1 for sample packet and info.

STRAWBERRY BANKE, INC.

P.O. Box 300 MB, Portsmouth, NH 03802

GAM&BELL HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

POLYESTER RESIN

5 Gal. Pain
\$70.00 ea.

1 Gal.
\$15.50 ea.

4 or more
\$14.50 ea.

(With Catalyst)
Finest Quality - Always Fresh

20 or more
\$14.00 ea.

4 pails or more
\$67.50 ea.

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd • Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY

P.O. Box 399, E. Longmeadow, MA 01028

Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314

CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

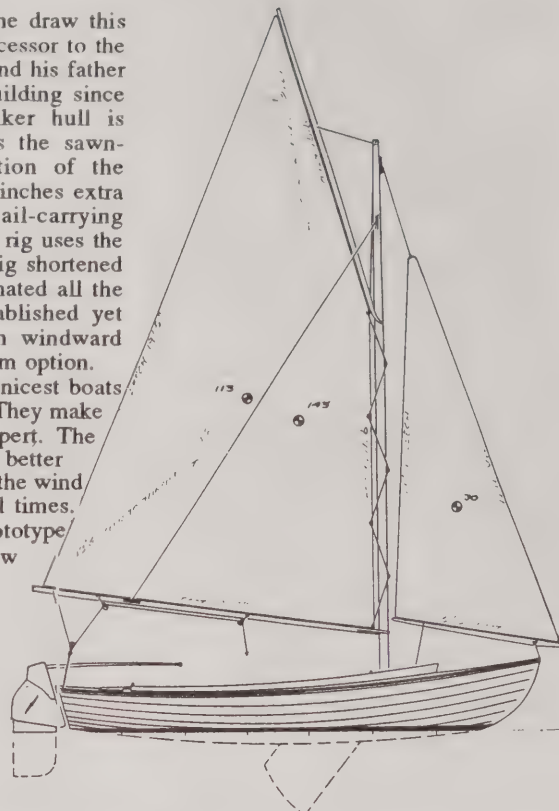
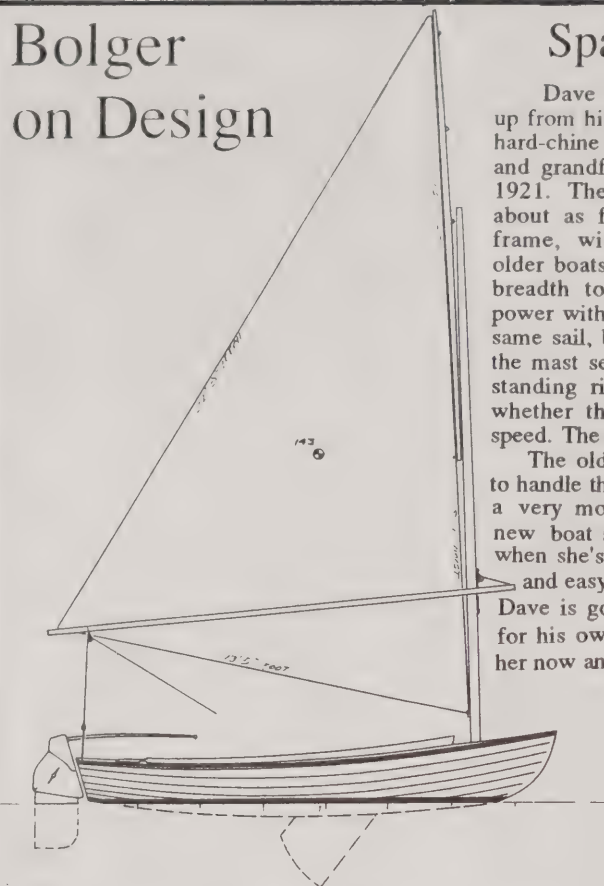
Bolger on Design

Spartina DESIGN #594 15'4" x 7'0"

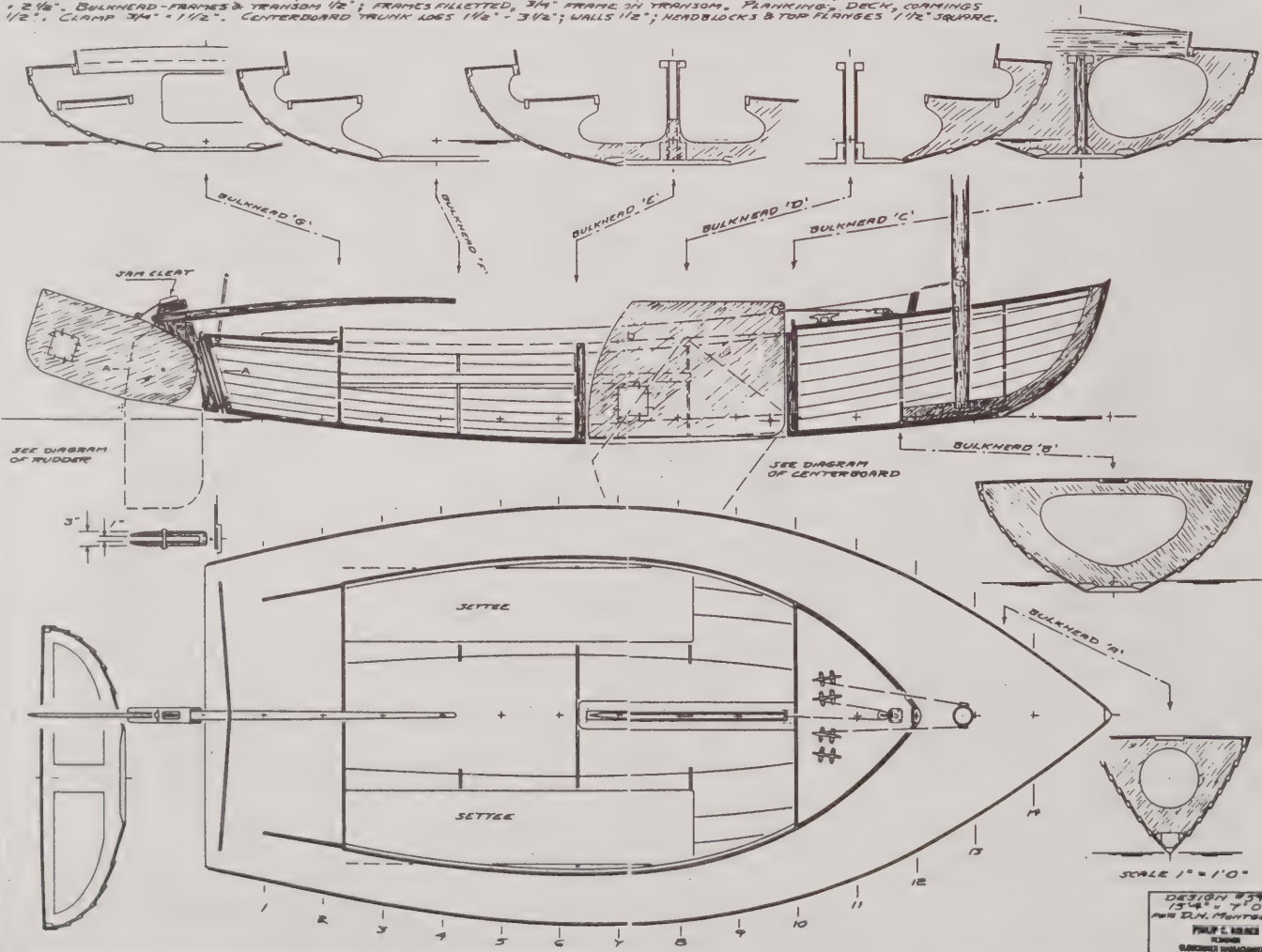
Dave Montgomery had me draw this up from his sketches, as a successor to the hard-chine Monticats that he and his father and grandfather have been building since 1921. The wood-epoxy clinker hull is about as fast to assemble as the sawn-frame, wide-plank construction of the older boats. We gave her six inches extra breadth to keep the same sail-carrying power with the soft bilge. The rig uses the same sail, but the Solent lug rig shortened the mast seven feet and eliminated all the standing rigging. It's not established yet whether this cost anything in windward speed. The sloop rig is a custom option.

The old Monticats are the nicest boats to handle that I've ever sailed. They make a very modest talent feel expert. The new boat seems just as good; better when she's driven hard before the wind and easy on the nerves at all times.

Dave is going to keep the prototype for his own use. I may borrow her now and then.



KEEL PANEL DOUBLE 1/2" PLYWOOD; BEVEL EDGES TO 1/8". STEM SIDED 3/4" (SEVEN COURSES OF 1/8"), MOLDED 2 1/2". CAP 1 1/4" x 2 1/2". BULKHEAD-FRAMES & TRANSOM 1/2"; FRAMES FILLETED, 3/4" FRAMES IN TRANSOM. PLANKING, DECK, CUNNINGES 1/2". CLAMP 3/4" x 1 1/2". CENTERBOARD TRUNK LIES 1 1/2" x 3 1/2"; WALLS 1/2"; HEADBLOCKS & TOP FLANGES 1/2" SQUARE.



Classified Marketplace

FOR SALE

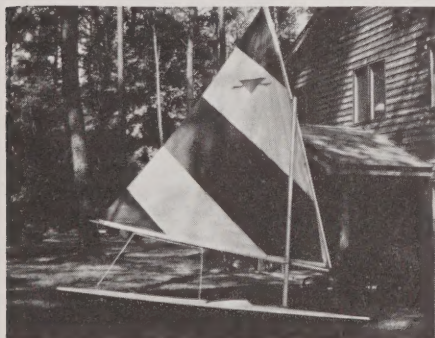


HERRESHOFF SAILING/ROWING DINGHY. Authentic reproductions, 3 available starting at \$3,500. New constr, cedar on oak, Sitka spars, dacron sail. DAN SECOR, E. Brewster, MA, (508) 255-5925. (6)

17' MAHOGANY SAILBOAT, Thistle Class w/2 suits sails, spinnaker, trlr & cover. Lively daysailer, hull #36 blt 1945. Beautifully restored. Asking \$2,500. JOHN PAGE, Burlington, VT, (802) 658-1728, (802) 862-7427. (6)

16'6" WHITEHALL, cedar on oak. Row/sail, vg cond. \$3,500. BOB GRAHAM, Portland, ME, (207) 797-4795. (6)

BETTER CAT, hull rough, incl spars & sail. \$350 or trade for 14'+ bandsaw. JOHN WHEBLE, Kingston, MA, (617) 585-6962. (6)



14' WINDFLITE, exc cond, new sail. Just like Sunfish. Any reasonable offer. WINSLOW WOMACK, St. Michaels, MD, (410) 745-9589. (6)

SWIFTY 13 w/w trlr. Epoxy encapsulated, wht hull, gray deck, varnished trim. New. EDWARD STECHER, Punta Gorda, FL, (813) 637-1369. (6)

14' DBL ENDED SAILING CANOE, lateen rig, dble paddle, tiller/foot steering. Strip planked, FG covered, epoxy sealed. EDWARD STECHER, Punta Gorda, FL, (813) 637-1369. (6)

16' MFG FG FISHING BOAT, wide, deep w/2 new swivel storage seats. Exc cond, '88 Karavan galv bunk trlr w/13" tires & Bearing Buddies. Asking \$1,200. JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (6)

CLASSIFIED ADS ARE FREE TO SUBSCRIBERS FOR PERSONALLY OWNED BOAT RELATED ITEMS. EACH AD WILL AUTOMATICALLY APPEAR IN TWO CONSECUTIVE ISSUES. FURTHER PUBLICATION OF ANY AD MAY BE HAD ON REQUEST. A ONE-TIME CHARGE OF \$8 WILL BE MADE FOR ANY PHOTOGRAPH INCLUDED WITH ANY AD TO COVER THE COST TO US OF THE NECESSARY HALFTONE. NON-SUBSCRIBERS AND BUSINESSES MAY PURCHASE CLASSIFIED ADS AT \$.10 PER WORD PER ISSUE. TO ASSURE ACCURACY PLEASE TYPE OR CLEARLY PRINT AD COPY. MAIL TO 'BOATS', 29 BURLEY ST., WENHAM, MA 01984. PLEASE NO TELEPHONED ADS.

14' DORY/CANOE HYBRID, row or paddle. Handcrafted of mahogany w/mahogany decks & cedar gunwales, bronze oarlocks, cane seats & backs. Weighs 60#. Grt solo poking around boat. Asking \$850. JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (6)

WESTERBEKE 30, heat exchg cooled marine diesel. For parts or rebl. Might deliver. \$400 firm or trade for Perkins diesel.

JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

12'4" O'DAY WIDGEON SAILBOAT, 5' beam, 90 sq ft M&J, trlr. Vy nice, stable. Must sell, asking \$850 OBO. Consider trade for gd Sunfish.

JOHN KARRER, Taunton, MA, (508) 822-1314. (6)

WEST WIGHT POTTER, '88, perf cond, pulpit, rails, bottom paint, new Tohatsu 3.5 OB, cushions, trlr. \$3,850.

PAT GRIGGS, Micanopy, FL, (904) 466-0065. (6)

14' PUDDLE DUCK STRIP CANOE, new, Gil Gilpatrick design. West 207 epoxy on cypress, cane seats, lg decks, xtra hvy gunwales, 53#. Bright int & trim, Canopy Green ext. Sells for \$1,300, won't last long at \$850.

ROBERT SCHOFIELD, Oak Hills, FL, (904) 345-1215. (6)

14' RAVEN CB SAILBOAT.

G. BALDWIN, Houston, TX, (713) 783-0124. (6)

BOAT STOLEN. Have sails, mast, boom, CB & rudder for 10'2" O'Day Sprite. Either sell these or buy boat.

DOUG WATT, Winter Haven, FL, (813) 293-3408. (6)

PLYWOOD DINGHY, gd cond. \$50.

JACK HARRIS, KITTERY, ME, (207) 439-3288. (6)

22-1/2' PLANING ALUMINUM MOTOR SAILER. 75hp Merc 300 hrs. Sliding gunter rig. 20 kts under power, handy under sail. Slps 4, mint cond. Video available. \$15k.

NEW MEADOWS MARINA, Brunswick, ME, (207) 443-6277.

5 JACK STANDS, extend to 54", \$50/set.

TOM HALSTEAD, Manchester, MA, (508) 526-4548. (6)

20' SHARPIE blt '81 from Gardner's "Building Classic Small Craft". Exc cond, cat catch open daysailer, sprit booms, tent, cedar on oak frames. \$1,800.

SHAW BOSWELL, Ocean City, NJ, (609) 399-7610. (6)

THREE BOATS: Refurbished '63 18' LYMAN w/ Highlander trlr, '63 Johnson 90 (nds carb work). \$2,500. FG SNIPE, wood decks, trlr, 3 sails, 2 dagger boards, 2 tillers, flotation. \$750. 17' OLD TOWN canoe, wood, w/sponsons. Gd wood, nds recovering, \$350. Must sell all above.

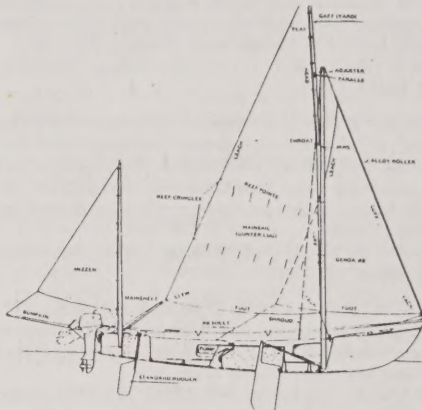
JOHN WILSON, Severna Park, MD. (6)

14' BLUE JAY #4840. Farrar sails MJS, varnished spars, new polyurethane paint, light stiff hull. \$1,000. BERNIE BAKER, New London, CT, (203) 442-8216 eves. (6)



1955 CHRIS CRAFT BARRACUDA RUNABOUT, 13'6". Recently restored '68, 20hp Johnson OB w/ controls. May be one of a kind. Looking for a gd home at \$2,000.

WINSLOW WOMACK, St. Michaels, MD, (410) 745-9589. (6)



21' DRASCOMBELONGBOAT, '81, original owner. Boat & accessories in exc cond throughout. New sails '88. Well equipped w/2 anchors, seat cushions, etc. Merc 7.5hp OB. never on mooring, always dry sailed. E-Z Load trlr hwy equipped w/rollers for 1-person launch & recovery. \$4,750.

BOB ANDERSON, Newburyport, MA, (508) 465-7163. (6)

PERFECT HOUSE. For "messaging about" on Buzzards Bay. 3BR, harbor front, sandy beach, marine railway, workshop, mooring, 2BR guest house. Boston 55 minutes.

DANIEL BERNSTEIN, Boston, MA, (617) 482-1130 eves. (6)

ALDEN OCEAN SHELL SINGLE wo/oars or Oarmaster. Lk new, used 4 times. \$699.

JACK HARRIS, Kittery, ME, (207) 439-3288. (6)

25' CHRIS CRAFT '75 tournament fisherman, twin console T/130hp 4 cyl. Custom bimini, tonneau cover, fish box, ice box, VHF, Loran, depth recorder, Lee outriggers, small cuddy slps 2. Grt open boat, mustsell, \$9,000.

STEVE BREINES, City Island, NY, (718) 885-0410. (6)

15'7" WHISP, rowing/sailing skiff. Bruynzeel ply, West epoxy. Sail rig incl. \$600 OBO. ART REID, 134 Old Field Rd, Fairfield, CT 06430. (6)

16' NOVA SCOTIA DORY, blt by W. Lawrence Allen, Lunenburg, NS, '69. Transom takes OB. In Plymouth, MA. \$350.

JOHN HALL, Cambridge, MA, (800) 225-5750 XT 129. (5)

1984 DOVEKIE, 21.5' extreme shoal draft Bolger design sailboat, grt gunkholer. Canvas & screens for cockpit, gd sail, oars, trlr, \$4,800. Could deliver or meet partway.

JOHN McDONALD, Mancos, CO, (303) 533-7168. (5)

14' OB CABIN CRUISER, 6hp Evinrude, trlr. \$1,250. STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (5)



CLASSIC 12' LAPSTRAKE ROWING SKIFF blt @ Strawberry Banke Museum Boatshop ca '81. Like new cond w/System 3 epoxy bottom. Oars, no trlr. Deliver within 70 mi. \$535.

VINCENT TODD, Durham, NH, (603) 659-5710.

14' MAINE PEAPOD, Shaw & Tenney oars, sail by Gambell & Hunter, trlr. \$2,500.

STAN DZIEMJA, S. Walpole, MA, (508) 668-3879. (5)

29' DORY SCHOONER, Culler design. Port Orford cedar & Honduras mahogany, copper/bronze fastened; decks & cabin top canvas over irish felt; 11hp Faryman diesel w/sound deadened engine compartment. Recently completed & stored large cockpit daysailer/coastal cruiser of 1st rate workmanship. \$22,500.

DAVE ORCHARD, 1133 Rose Valley, Republic, WA 99166. (5)

THREE BOATS: 32' Rawson Monk designed "trawler yacht", FG, Cat diesel, hydraulic steering w/low hrs. Gd cond. \$29,000. 21' Crotch Island Pinkey, hand laid FG constr by Peter Van Dyne. On trlr. \$2,700. 20' Culler bateau, alum constr w/motor bracket & sculling notch. \$1,500.

DAVE ORCHARD, 1133 Rose Valley, Republic, WA 99166. (5)

LEFTOVER GEAR: 16lb CQR plow w/6' chain, \$75; 20lb yachstman kedge, \$35; 100' braided 5/8" anchor rode w/thimble & eye, \$50; British Seagull 6hp Silver Century longshaft dunked once, BO.

JOE GOLD, Patchogue, NY, (516) 379-5661, (516) 734-6377. (5)

22' FRIENDSHIP SLOOP, wood, vy gd cond. Diesel, outside ballast, nice daysailer/weekender. Sail away for \$9,000.

HOLT VIBBER, 5 Soljer Dr. Waterford, CT 06385. (5)

BUZZARD'S BAY RENTAL. 6br Mattapoi-sett house w/panoramic view of bay. San-y beach, mooring, use of assorted kayaks. Rent negotiable. Available July 31-Aug 8.

TATLOCK, Lincoln, MA, (617) 259-0846, (508) 758-9726. (5)

1898 CATBOAT "GRAYLING" (see "MAIB" summer '91) has special need. Skipper is going to grad school and will lay her up for some time. Looking for secure affordable home for one or two years, Narragansett Bay to Mt. Desert, ME considered. At sea most of summer of '93 so reply by mail.

DOUGLAS GOLDHIRSCH, P.O. Box 373, Woods Hole, MA 02543. (5)

COMFORTABLE ROOM on Sassafras River waterfront next to free boat launch ramp in Georgetown, MD (eastern shore). \$250/wk. Hour and half from Philadelphia. Gd boating & fishing.

MARTIN EZRA, Happy Harbor, MD, (410) 275-8008.

WHISP. Lauan, spruce frames, 2 coats epo-xy & Interthane Plus "Clear" on everything. Red dynel to WL. \$900.

R.D. YENTZER, 997 Brill Rd., Star Tannery, VA 22654, (703) 465-9353. (5)

SURFING KAYAK, open deck "Surfski 17". A-1 cond.

FRANK ALBERT, Putnam Valley, NY, (914) 528-3349. (5)

17'6" LAPSTRAKE FISHERMAN'S DORY, wood, blt by Morrell, Amesbury, MA, ca '30. 5'6" beam, restorable. \$140 or BO.

VINCENT TODD, Durham, NH, (603) 659-5710. (5)

10' KAYAK, 2 person, plywood, red, hand-made. Gd cond, \$125.

MICHAEL O'HEARN, Watertown, MA, (617) 923-9006.

16' OLD TOWN GUIDE CANOE, wood/canvas, vy little use, mint cond. Stored under cover. Blt 1969. Asking \$1,800.

KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961, 6-9pm. (5P)

USED SAILBOATS. Fleet of 7 14' Precisions just traded, also a 16' ComPac, 18' Precision, 12' Misral & several 19' ComPacs.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. ()

SMALL BOAT SAIL REPAIR & CANVAS WORK. Fast mail order service, reasonable rates, high quality materials & workmanship guaranteed.

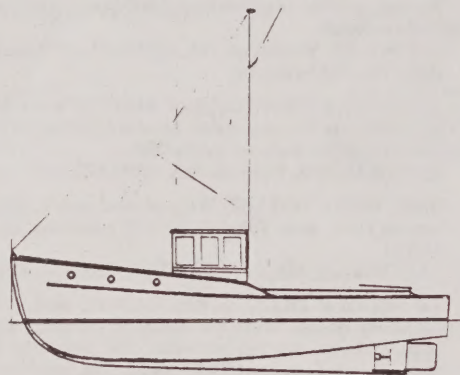
PATTY SPIRO, RD 2 Box 259A, Millerton, NY 12546, (518) 789-4623. (5P)

BOATBUILDING PROJECT. Buchler designed 30' "Grizzly" cutter. Frame & ballast ready for planking. Fir & oak galv fastened. \$500 OBO.

TOM ABBOTT, Milleron, NY, (518) 789-4623.

THREE BOATS: 1972 FG Lightning #12029, gd cond w/trlr, sails, new cover, \$1,200. New FG hull (Thayer "Duckah"), white gelcoat, \$450 or BO. 16' Huron Great Canadian canoe, \$850. Consider trades for 15'-18' traditional daysailer.

MARK NASH, St. Peters, MO, (314) 926-0895. (5)



30' WORKBOAT. Blt 1935 by Watts, Marion, MA. Yard workboat for over 50 yrs. Cedar on oak, copper rivet fastenings, 6 cyl Chrysler Crown, dual steering stations, standup pilot house fwd w/wheel, aft tiller steering, self bailing cockpit. \$1,200.

BILL BEARDSLEY, Marion, MA, (508) 748-0851. (5)

FLEET SALE. 1956 Eldridge McInnis 28', camp/fish cruiser. Sound hull, nds TLC, \$1,725. Beetle Cats #1264 & #1593. Both restored, exc shape, water ready. \$3,100 & \$5,000. Alden Ocean Shell, early "70's", vy gd shape, wood sweeps, \$600. All prices open to offers.

STEVE SMITH, Eastham, MA, (508) 255-8226. (5)

BOATS & GEAR. McKee Craft 14' tri-hull, new wood console, destroyer wheel, older boat & trlr, structurally sound, \$650. 1991 Johnson 35hp electric long shaft OB, controls, tank, exc shape, \$895. Both above \$1,500 firm. 1983 Honda 4-stroke OB, 7.5hp long shaft, tank, tool kit, exc shape, \$950. Old boat trlr for inflatable or small boat, gd shape, \$150.

FRANK CLOUSE, Worcester, MA, (508) 791-4766, M-F, 1-5pm. (5)

"WOODEN BOAT" MAGAZINES, set issues #1-#111. Fine cond.

JEROME KLIGERMAN, Philadelphia, PA, (215) 922-5303. (5)

SEAGULL SAILBOAT MOTORS & PARTS. Will ship. \$225 & up.

BOB MUGELE, 1623 Augusta Way, Casselberry, FL 32707, (407) 695-6642. (5P)

1987 KLEPPER FG KAYAK, solo touring "Rallye". Flotation bags & rudder. Some ramp scars but only moderate flatwater use. \$350.

NEIL WILSON, 2640 Queen Anne Cir. Annapolis, MD 21403, (410) 263-9209. (5)

16' OLD TOWN SAILING CANOE. "Wa-hoo" model. 2 daggerbds, mainsl, new sheets, Harken blocks. Exc shape. Sails & paddles. \$850.

SINCLAIR SHERRILL, Beverly, MA, (508) 921-0941. (5)

16' OLD TOWN CANOE, Guides model, wood/canvas, vy little use, mint cond, stored under cover. Blt 1969, asking \$1,800.

KEN ALLEN, RFD #2 Box 227, Monson, ME 04464, (207) 997-3961, 6-9pm. (8P)

FUN NAUTICAL GIFTS. Send a #10 SASE for free brochure of nautical gifts that will delight you and your friends.

SNUG HARBOR, 18970 Azure Rd., Wayzata, MN 55391. (12P)

21' SEA PEARL CB model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perf cond, located in FL.

DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

"FLIGHT OF THE DAMN FOOLE", serialized in "Messing About in Boats" in '92 is now available as a paperback book from Tom, \$10 postpaid.

TOM MCGRATH, c/o Erin Ruocco, 72 Edgehill Rd., Lynn, MA 01904. (TF)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

TOM'S TOWNIE, a classic if somewhat shopworn daysailer, which Tom battled with over years of sailing adventures chronicled in "Messing About in Boats" is for sale for \$500 or BO.

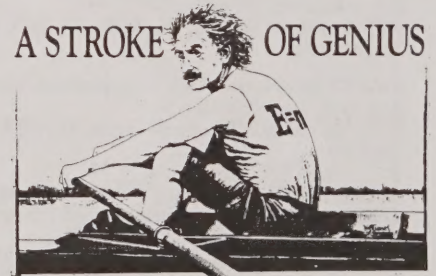
TOM MCGRATH, c/o Erin Ruocco, 72 Edgehill Rd. Lynn, MA 01904. (TF)

KELLS 21' SAILBOAT, 1974, swing keel, cuddly cabin, fully equipped w/compass, porta-potti, safety gear, dinghy. MUST SELL! \$3,100 w/brand new Tohatsu 8hp OB or \$2,400 w/o. Will discuss winter storage. Mooring available.

ALAN BROD, N. Smithfield, RI, (401) 769-6030 anytime. (TF)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

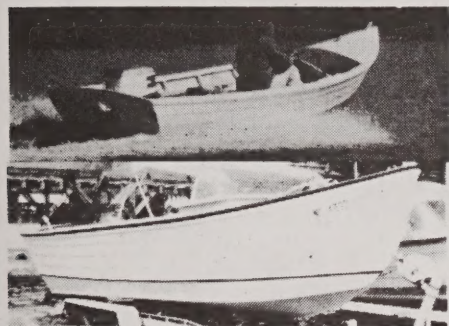
KEY LARGO SHOALWATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)



AMERICA'S FAVORITE ROWING SHIRT! Specially priced: T-shirt \$16.50, Tank \$14, Sweat \$22. M,L,XL. Free shipping, MC & Visa. WATERMARK, Box 2732, Kennebunkport, ME 04046, (207) 985-4421. (TFP)

"OUT YOUR BACKDOOR". Like "Messing About in Boats" & "Rolling Stone" blended together (shaken, not stirred). A friendly, snappy magazine aperitif to whet your wild whistle. "A sort of 'Prairie Home Companion' for the true doer." (Woody). "Whimsical." (Bob). \$8 sub. Contributor contest \$5's. "OUT YOUR BACK DOOR" 4586 Meridian Rd., Williamston, MI 48895. (TFP)

TROPICAL HIWAY EFFICIENCY COTTAGE, KEY LARGO, PRIVATE BAY FRONT, ENJOY TROPICAL FOLIAGE & SUNSETS. RENT INCLUDES 16' DAYSAILER, TANDEM CANOE, HOT TUB, LAUNDRY FACILITIES. 4 PERSON MAX, \$395/WK, SAT. TO SAT. KEY LARGO SHOAL WATER CRUISES, KEY LARGO, FL, (305) 451-0083. (TFP)



SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. SEA SKIFF 18 (photo above) featured in "SBJ" #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30. SEA SKIFF 20 (photo below), the big offshore fisherman. 19'4"x7'6"x10" draft, 50-70hp. Plans \$45. Information on both \$1.

CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

MESSING ABOUT IN BOATS? Do it in our silk-screened T-shirts featuring original illustration and famous quotation from "The Wind in the Willows". Sizes M, L, XL. Short sleeve (100% cotton), light blue or natural: \$16.50. Long sleeve (100% cotton), natural: \$21.00. Sweat shirt (heavyweight 50/50), ash gray: \$26.00. Postpaid.

DESIGN WORKS, Dept MC, P.O. Box 3394, Silver Spring, MD 20918.

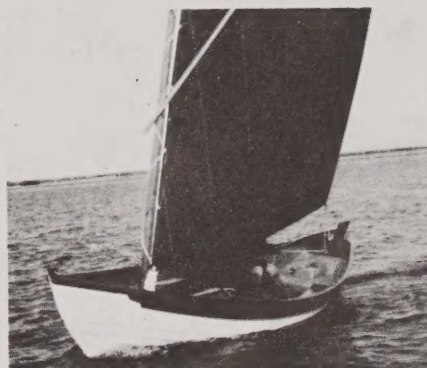
"SLEEPER", 7'10" car-toppable sailing cruiser. Slips 2 below decks. Plans \$35, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

CANOE LINES, PLANS. Lines, offsets, mold patterns, for 12', 14'-1/2', 16' & 18'-1/2' canoes drawn for traditional beauty & versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

DELIGHTFUL WATER DOME, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps 4. \$595/week. SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

SUMMER RENTAL. House on Maine island nr Acadia National Park. 3 br, bath, kitchen. View of hbr, hiking trails on property & at other places on island. Fresh water swimming in nearby quarry, launching sites for small boats, sandy beach. \$475/wk, Sat-Sat. Access to island by ferry 6 times daily. IVER LÖFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)



16' SWAMPSCOTT DORIES. We've built 185 of these wonderful boats since 1976, and they have built a legend for their versatile performance, quality construction and beauty. They sail, row and motor. Rugged fiberglass hull, abundant teak woodwork, polished brass and bronze hardware and gleaming brightwork. A simple but elegant craft that lets you become intimate with the real pleasures of boating. Kits available. Video available, \$10.

CRAWFORD BOATBUILDING, Box 430, Humarock, MA 02047, (617) 837-3666. (TFP)

WANTED

OWNER'S & REPAIR MANUALS for early '80's 10hp 4 stroke Honda OB. Will pay for photocopying. GREGG SHADDUCK, Minneapolis, MN, (612) 729-1292. (6)

SEA PEARL 21 w/leeboards, ballast tanks & trlr. WILLIAM SALTZMAN, Framingham, MA, (508) 872-5289. (5)

STONEHORSE FOR CHARTER. Experienced sailor would like to charter an Edey & Duff Stone Horse for long weekend in ME.

JOHN CHANDLER, Box 2656, S. Hamilton, MA 01982, (508) 468-6678. (5)

CORRESPONDENCE with someone familiar with operation of hands-on "educational" excursion boat used w/schoolchildren or still educable adults. Goal is facilitating operation in "urban wild" of Mississippi River corridor in Minneapolis-St. Paul. GREGG SHADDUCK, 3508 45th Ave. S., Minneapolis, MN 55406, (612) 729-1292. (6)

15' LAPSTRAKE PEAPOD rigged for sailing/rowing. PAUL LUCHINI, Poland Spring, ME, (207) 998-2694 or (508) 745-9769. (4)

12'-14' OLD TOWN ROWBOAT, canvas covered or lapstrake. Consider gd hull in nd of restoration. JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (6)

FOLBOAT KAYAK in reasonable cond. JOHN HUNTER, Burlington, CT, (203) 583-2271 eves. (6)

WISCONSIN BUILT ROWBOAT from '30's - '40's for exhibition in Wisconsin State Museum. In gd exhibitable cond, 12'-15' long. Makers incl Peterson, Rhinelander, Shell Lake, Thompson Bros., etc. Would also consider boat bld elsewhere that has history of Wisconsin use. All info & leads welcomed. DAVID DRISCOLL, Wisconsin State Museum, 816 State St., Madison, WI 53706, (608) 264-6571. (8)

PERKINS MARINE ENGINE for winter uncle/nephew rebld project. JAY FOLEY, Worcester, MA, (508) 753-2979 days, (508) 791-3933 eves. (6)

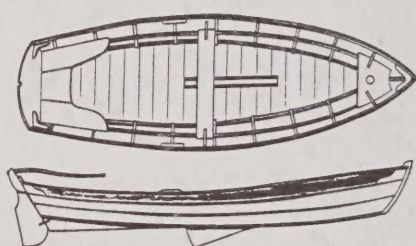
SAILS FOR O'DAY SPRITE. GILBERT DOUGLAS III, Birmingham, AL, (205) 823-3047. (6)

"WOODEN BOAT" MAGAZINE issues #1 & #31. Will trade "SBJ" or "MAIB" back issues or pay reasonable price. ALBERT WALTON, 529 Marlin Dr., Punta Gorda, FL 33950, (813) 637-8266. (5)

THE CARPENTERS BOATSHOP (a non-profit organization) has wooden sailboats, power boats and rowboats under 24' for sale, some projects, some parts, many ready to go. We repair and build new. Send long SASE for current listings.

THE CARPENTERS BOATSHOP, Branch Rd., Pemaquid, ME 04558. (EOI)

Model boat kits of Traditional Small Craft



Good Little Skiff, \$25 Seabird Yawl, \$55
\$3 for shipping, Mass residents add 5% sales tax
Custom Cases and Machine work for modelers
Send \$1 for color photos and information.

Pleasant Cove Models

17 Potter Rd Framingham MA 01701

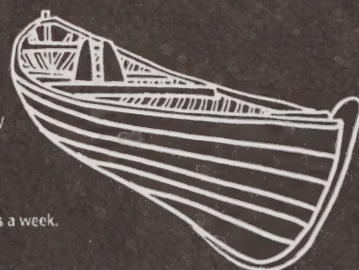
LAKE CHAMPLAIN MARITIME MUSEUM

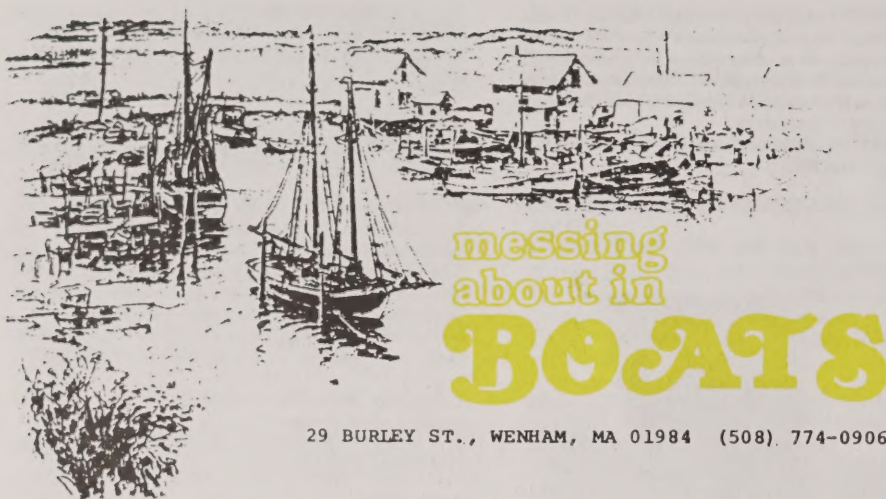
COURSES AND WORKSHOPS BOATBUILDING • SEAMANSHIP • NAUTICAL CRAFTS

Week-long boatbuilding courses throughout the summer
Weekend workshops in a variety of maritime related skills
"Elements of Seamanship" aboard the schooner MOONSHADOW

5TH ANNUAL SMALL CRAFT SHOW JULY 10-11, 1993

For information call the Museum at (802) 475-2317
on the shores of Lake Champlain. Open May 10 - October 17, 7 days a week.
Lake Champlain Maritime Museum, Basin Harbor, Vermont 05491



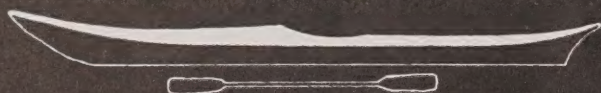


BULK RATE
U.S. POSTAGE PAID
WENHAM, MA 01984
PERMIT #53

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

ADDRESS CORRECTION REQUESTED

SOUTHERN EXPOSURE SEA KAYAKS



NAIAD • REIVER - LATEST DEREK HUTCHINSON DESIGNS
BAIDARKA EXPLORER • ICEFLOE • ORION • DAWN TREADER
LEGEND • VYNECK - NIGEL FOSTER DESIGNS • FEATHERCRAFT
VISION SKI • GRANTA KITS • AQUATERRA • DAGGER • LENDAL
Extensive Selection of Paddling Accessories
"WE SHIP ANYWHERE"
Dealer Inquiries Invited

407-575-4530
207-781-3051

P.O. Box 4530
P.O. Box 6045

Tequesta, FL 33469-9530
Falmouth, ME 04105

To:

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

XI-5

SPRINGFIELD FAN CENTERBOARD COMPANY

Folding Centerboards • Drop Rudders
Small Blocks • Sailing Hardware

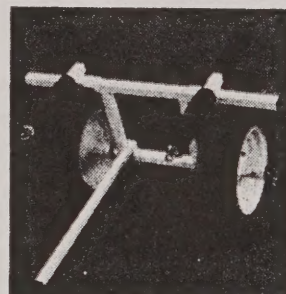


Bob Lavertue & Son
20 Treetop Ave.
Springfield, Ma. 01118
Evenings: (413) 783-5589

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$114.95
Plus P&H



Call
for
Info **1-800-466-3131**

A & B Industries, Inc. 9233 N. 12th Ave. Phoenix, Az. 85021



Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

Interested in traditional small boats?

JOIN TSCA!

MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO THE ASH BREEZE
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small craft. Annual dues \$15 (Tax Deductible)

Write to:

The Secretary
The Traditional Small Craft Association
P. O. Box 350, Mystic, CT 06355

